

REBIRTH OF A LEGEND—THE ZL1 IS BACK!



CAMARO

PERFORMERS

MUSCLE CARS

20

- CLASSIC RIDES
- MODERN TECHNOLOGY

- 1980 BIG-BLOCK STREET SHREDDER PG. 52



CAMARO CONCEPTS

WAGON-SEDAN-TRUCK: SHOULD GM BUILD THEM?

TALKIN' TECH

- TRACK RAT RETURNS
TRICK REAR
SUSPENSION
INSTALL

- EASY UPGRADE
2ND-GEN
COILOVER SYSTEM





Parts & accessories available for **67-81 CAMARO**

\$189.95



**US-MADE
REPRODUCTION**

78-79 Z/28 HOOD LOUVER

A quality fiberglass reproduction of the original. Includes studs, hardware and grille insert. The original insert was made of cast steel, our plastic replacement matches exactly.

78-79 Z/28... C-8054-1BK 189.95

Perfect for Converting to R-134a



POA VALVE

Use to update to R-134a. Includes pressure cycling switch, o-rings, wire harness and fitting to replace original POA valve w/ ports to attach oil bleed line and expansion valve equalizer tube.

67-70 C-9198-1AA \$94.95
71-73 C-9198-3AA \$94.95

Add Performance when Converting to R-134a



COMPRESSOR UPGRADE

Our Sanden compressor conversion kits will not only help you save on horsepower, give you better fuel economy and performance, operate at a continuous duty rating of 6,000 RPM and save half the weight of the stock compressor, but they'll look cool and keep you cool in the process as well!

67-81 Total Kit \$499.95

Aluminum Radiator 2, 3, 4 Row



Starting at \$159.95

ALUMINUM RADIATORS

You want a quality aluminum radiator without paying those crazy prices? Well look no further. NPD now offers Champion Cooling products. Their tanks are made from 2mm thick aircraft grade aluminum, fully TIG welded for strength and durability. With three styles to choose from we are sure to have the one that fits your needs.

2 Row \$159.95
3 Row \$229.95
4 Row \$299.95

REMANUFACTURED GM STEERING COLUMNS

Don't struggle with finding a replacement column, replace it with another GM original column, finally top quality rebuilt columns! Each column is professionally rebuilt using OE parts and no detail overlooked. Includes correct Delco wiring harness and OE style turn signal lever. Comes in black finish ready to install or paint.

\$329.95
\$429.95
NON-TILT
TILT



Hydroformed Subframes In-Stock and Ready to Ship TODAY!



PERFORMANCE SUSPENSION BY DETROIT SPEED INC.

NPD is now offering Detroit Speed Inc. performance suspension. Everywhere you look either online, magazines or television, you'll see that DSE is the best!

Ordering DSE through NPD brings you advantages no other supplier can match. Speed - NPD keeps everything in-stock for immediate shipment, no waiting. Savings - With the logistical advantage of four locations, shipping rates are lower. And, if you are close to an NPD store, you can pick-up, eliminating shipping expense! Call for a quote or pick-up at the NPD nearest you!



Perfect Fit, Ready to Install



COMPLETE STEEL DASH PANEL

This structure comes ready to install. Provides all mounting holes for the instrument panel, glove box, vents and dash pad. In stock and ready to ship to you!

67 C-10230-11A \$309.95
69 C-10230-15A \$309.95



**Complete \$239.95
kit for**

MACHINED ALUMINUM PULLEY & BRACKET SET

- Power steering pump pulley w/ key-way
- Water pump pulley two-groove, w/ chrome pulley nose & bolts
- Crank pulley two-groove with bolts
- Alternator pulley w/ fan & bolts
- Alternator bracket w/ mounting hardware
- Power steering bracket w/ mounting hardware!

69-81 SBC C-0659-40BK 239.95



FIREWALL PANEL

Front lower firewall with toe board pans and factory cutouts for fuse box, steering column and accelerator pedal.

67 3 options to choose \$349.95
68-69 3 options to choose \$349.95
70-73 Without AC \$419.95

NEW Motor Not Rebuilt



ELECTRIC WINDOW MOTOR

With rebuilt motors, you were stuck dealing with cores, and at times the rebuilt models did not include the gear and plate. Now with this reproduction, it's NEW! No core, and includes all the pieces you need at a cheaper cost. The ideal replacement!

67-68 RH C-10783-1B 84.95
67-68 LH C-10783-2B 84.95

Works with 3 speed A/T or GM overdrive A/T



UNIVERSAL SHIFTER

This replacement universal shifter has the look of the factory shifter, but with functionality for modern transmissions. Comes complete with neutral safety/backup switch, all rod linkage components and factory-like reverse lockout and detents for each gear.

67 Kit C-4004-9A \$379.95

CONCOURS CORRECT SIDE VIEW MIRROR

Besides the quality reproduction mirrors NPD has sold for years, we now offer a Concours-quality mirror as well. It has a better chrome finish, a tighter pivot, thicker glass and thicker high pressure zinc die cast metal. This mirror was made for the demand of the high end restoration but is offered at a price that any restoration can budget. So if you're looking for the best mirror available, look no further. Some mirrors also feature convex glass for a wider field of view.

Round Bowtie C-10185-1B \$58.95
Round Bowtie w/ convex C-10185-1D \$60.95
Rectangular C-10185-6D \$58.95
Rectangular w/ convex C-10185-5D \$60.95



FOR FASTEST DELIVERY AND SERVICE CALL THE NPD STORE CLOSEST TO YOU, TOLL-FREE 24/7.

N CAROLINA - Charlotte,
Local 704-331-0900
800-368-6451

MICHIGAN - Canton,
Local 734-397-4569
800-521-6104

FLORIDA - Ocala,
Local 352-861-8700
800-874-7595

CALIFORNIA - Ventura,
Local 805-654-0468
800-235-3445

\$139.95



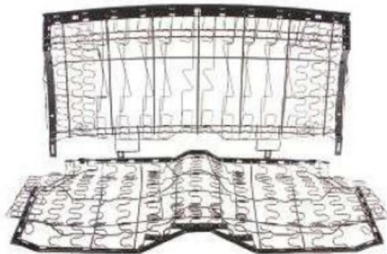
\$149.95

ALUMINUM STEERING WHEEL

14 inch universal chrome plated billet aluminum steering wheel fits GM spline steering columns. Comes with a black leather half wrap that covers the front. The back is milled with polished chrome finger notches. All mounting bolts are included. Mounting pattern: 9 hole.

67-81 3-spoke.....C-6513A-01A \$139.95
67-81 4-spoke.....C-6513A-02A \$149.95

Long Awaited Reproduction!



67-69 REAR SEAT SPRING

No more searching scrap yards and swap meets to no avail. No more trying to repair your broken springs. We now have a perfectly-matched reproduction of the original spring assembly.

NEW Exact Reproductions!



2ND GENERATION FUEL DOOR

These fuel doors will replace the original exactly and features correct mounting holes for the emblem. The emblems are correct in every detail, right down to its factory correct colors. **DOOR**

70-77 C-12945-2A \$26.95
78-81 Std and Z/28..C-12945-3A \$69.95
79-81 Berlinetta C-12945-5A \$79.95

EMBLEM

78-79 Color bars.....C-12182-24A \$39.95
79 Black bars.....C-12182-31A \$34.95
80-81 "Z28", choose from 7 colors \$49.95

US-Made



THE BONE CREEPER

US-made, This unique creeper is far superior than your average tool store creeper. The wheel design allows you to roll over obstacles rather than getting stuck. The Bone's large wheels roll over extension cords, air hoses, pavement joints and grates. **The Bone-ster**..... 989-50 89.95
The Bone..... 989-51 118.95
Tail Bone..... 989-60 112.95



HAWK PERFORMANCE BRAKE PADS

PERFORMANCE CERAMIC:

30% more stopping power than traditional ceramic pads. These pads are ideal for the everyday driver that wants a little more than stock without the sacrifice.

HPS COMPOUND:

Unique Ferro-Carbon brake compound that delivers up 40% more stopping than your stock brake pads.

HP PLUS:

These pads are ideal for club track events or even all out Autocross.

US-Made



TUFF STUFF ALTERNATORS

Brand new alternators assembled here in the US. Hand polished and triple chrome-plated. Ultra low cut-in voltage regulators keeps the extra amps flowing in low idle situations. Highest quality neoprene-sealed bearings for long life. Chrome Finish \$105.95
Black Powdercoated..... \$99.95

Enough for two cars!

\$34.95



RUST PREVENTION MAGIC

A brush on metal preservative that goes on smoothly and dries to a nearly invisible sheen, no oily look or feel but it protects metal from rusting like nothing we have seen, jar contains enough material for 2 cars

8 oz. jar 909-11A \$34.95



3-POINT RETRACTABLE SEAT BELT, FRONT AND REAR

Step up the safety in your Camaro with a 3-point retractable seat belt system!

FRONT

67-69 Starburst....C-14875T-1AA \$332.95
67-69 GM logo....C-14875T-1AAG \$352.95
70-73 Starburst....C-14875T-2AA \$332.95
70-73 GM logo....C-14875T-2AAG \$352.95

REAR

67-69 Starburst....C-14875T-1AR \$345.95
67-69 GM logo....C-14875T-1ARG \$365.95

NPD[®]

NATIONAL PARTS DEPOT

LARGEST INVENTORY

No other restoration supplier has the inventory we do!

NO DROP SHIPPING

Over 98% instant fill-rate, we ship directly to you!

REPUTATION

35 years of exceeding customer expectations!

Restoring American History

FAST DELIVERY

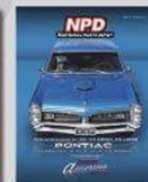
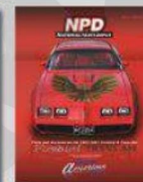
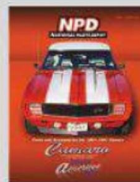
1-3 day delivery to most of the U.S.!

LOW SHIPPING RATES

Free ground shipping on orders over \$300!

COURTEOUS SERVICE

Sales staff available 24/7, or walk-in Mon.-Fri. 8am-9pm, Sat.-Sun. 8am-5pm



FREE
COLOR CATALOG
CALL 24 HOURS
352-387-0021

67-81 Camaro
67-81 Firebird
64-83 Chevelle/Malibu
64-87 El Camino
COMING SOON
64-72 GT0/Tempest/LeMans

Visit Us Online and
See Our **NEW** Improvements

www.NATIONALPARTSDEPOT.COM



SCAN HERE TO VISIT US ONLINE

Also sign up for NPD's
Digital Newsletter

Copyright © 2011 All rights reserved.
Prices and specifications are subject to change

CONTENTS

CAMARO PERFORMERS MAGAZINE ■ JUNE 2012 ■

FEATURES

34 THE BEAST IS BACK
Chevy's New Race-ready ZL1 Camaro
Once Again Prowls the Streets

50 THE CRUSHER
This Lightweight Second-gen Will Turn
Some Heads on the Street and Some
Quick Times at the Track

72 EXIT STRATEGY
Bill Hronis' Late-Second-gen
Will Blow Your
Doors Off

SPECIAL

44 CAMARO CONCEPT CARS
With a Little Imagination, Tavis Highlander
Illustrates a Few Cool Possibilities
of the Fifth-gen Camaro

TECH

40 ATTITUDE ADJUSTMENT
Fixing the Stance and Performance
of a Second-gen With QA1's Coilover Kit

60 BACK ON TRACK
After a "Brief" Hiatus, We're Once Again
Wrenching on Track Rat, Our '68 Camaro Project

78 STRESS TEST
Stronger Endlinks for Camaros
That Like to Turn Hard

82 LIPSTICKING THE PIG
Dressing Up the Engine Bay on Project CP/28



ENTS

▲ ON THE COVER:

It's not often we see late-second-gens of this build quality, so we sent ace photographer Robert McGaffin to G-Force Design Concepts in Chambersburg, Pennsylvania, to shoot Bill Hronis' Z28 for this issue's cover. Check out the full feature starting on page 72.

DEPARTMENTS

06 FIRING UP

Game On ... Again

10 I'M JUST SAYIN'

Free, Free, Set Me Free

12 FIRING BACK

You Said it, We Print it

14 NEWS

You Need to Know

22 F-BODY GARAGE

Camaros in Progress

24 RESTO SHOP

Lived Life a Quarter-Mile at a Time

26 TONY'S GARAGE

You Have Questions ...

30 STRAIGHT-LINE SPOTLIGHT

Quarter-Mile Camaros

88 PARTS BIN

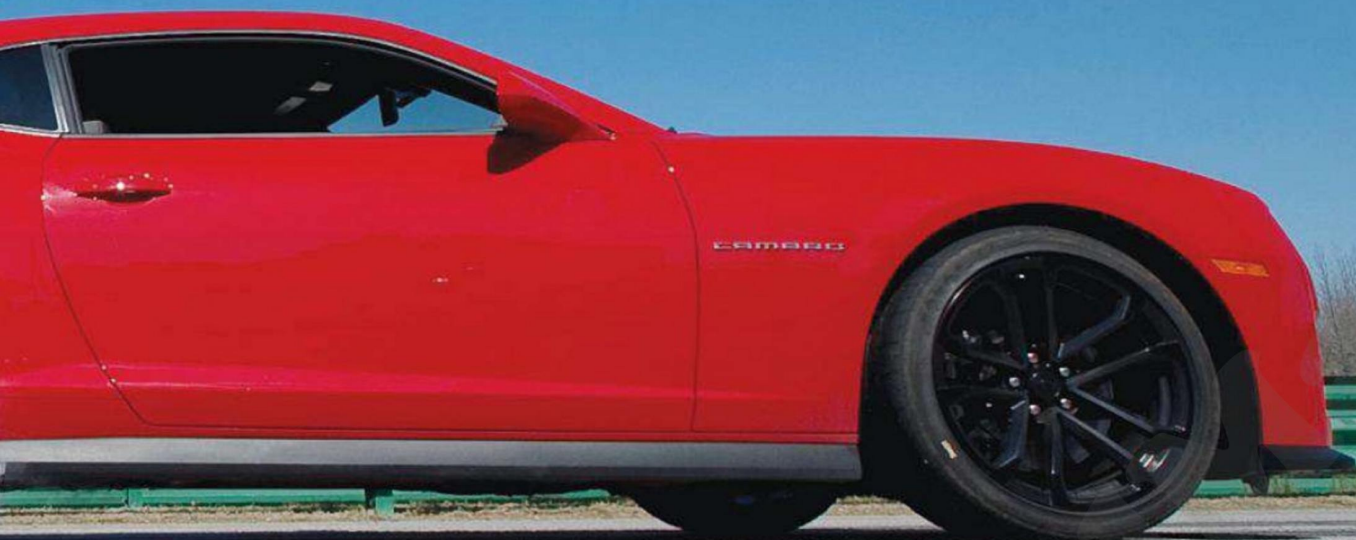
Stuff You Just Gotta Have

92 READERS' RIDES

It's All About You

98 ONE GOOD TURN

For Norm ...



▲ ABOVE:

The ZL1 Camaro is back and badder than ever. Check out all the specs and what \$55,000 will get you starting on page 34.

Photo: ©General Motors.

FIRING UP



Nick Licata nick.licata@sorc.com



Game On Again!

•**Growing up in Pomona, California**, during the '60s and '70s was pretty much like being raised in any other middle-class town on the West Coast at the time; nothing special, really. Well, unless, like me, you lived about a half-mile away from the Los Angeles County Fairgrounds—home of the NHRA Winternationals. Anyone who lived within a few miles of the famous dragstrip couldn't help but know when the drags were in town.

It was around 1969 when I first became aware of the drags. I was about 8 years old back then, and the roar of cackling nitromethane would pound its way through a set of zoomie pipes, and the echo would effortlessly make its way to my house about a mile away. The intoxicating sound piqued my interest. Fortunately, my older brother had drag racing magazines lying around the house so the images on the pages enabled me to see the cars from which this magical noise was coming.

By 1971 I had finally made my first drag race. It was the Winternationals. The sights and sounds were something I'll never forget. Seeing the Christmas Tree, the Winternationals banner hovering over the starting line, and all the race cars in person—images I had previously only seen in magazines. It was better than I'd imagined. Don "The Snake" Prudhomme, Tom "Mongoo\$e" McEwen, and "Big Daddy" Don Garlits were all there, and they were my heroes. It didn't get any better than this. In fact, it was the year Don Garlits won Top Fuel with his wild rear-engine dragster.

Throughout the '70s I became a fan of the "door slammer" guys. Bill "Grumpy" Jenkins (RIP), Ronnie Sox, "Dyno" Don Nicholson, and Bob Glidden were the kings of Pro Stock in that era. And each of these racing legends had quite an influence on car sales. As the phrase goes—"win on Sunday, sell on Monday," these racers (yes, there were many others, too) led the rivalry between the Big Three: Ford, Chevy, and Chrysler.

Fast forward to 2005. I'm still a huge drag racing fan and rumors were swirling about the Camaro coming back into production. The retro-styled Mustang had already hit the streets and Dodge was flinging out their own spin on the Challenger's return. All this excitement prompted me to pen an editorial in 2007 about how cool it would be to see late-model Camaros competing in the NHRA Super Stock and Pro Stock ranks against the new Mustangs and Challengers. But I have to confess; I didn't actually think it would happen. At the time it seemed like GM was dragging their feet on the Camaro's debut and we weren't really sure about what engine would be in the car, or if there was going to be an SS, Z28, IROC, or what.

So with the recent announcement of the drag racing-only COPO Camaro going into production (only 69 available for 2012), we'll

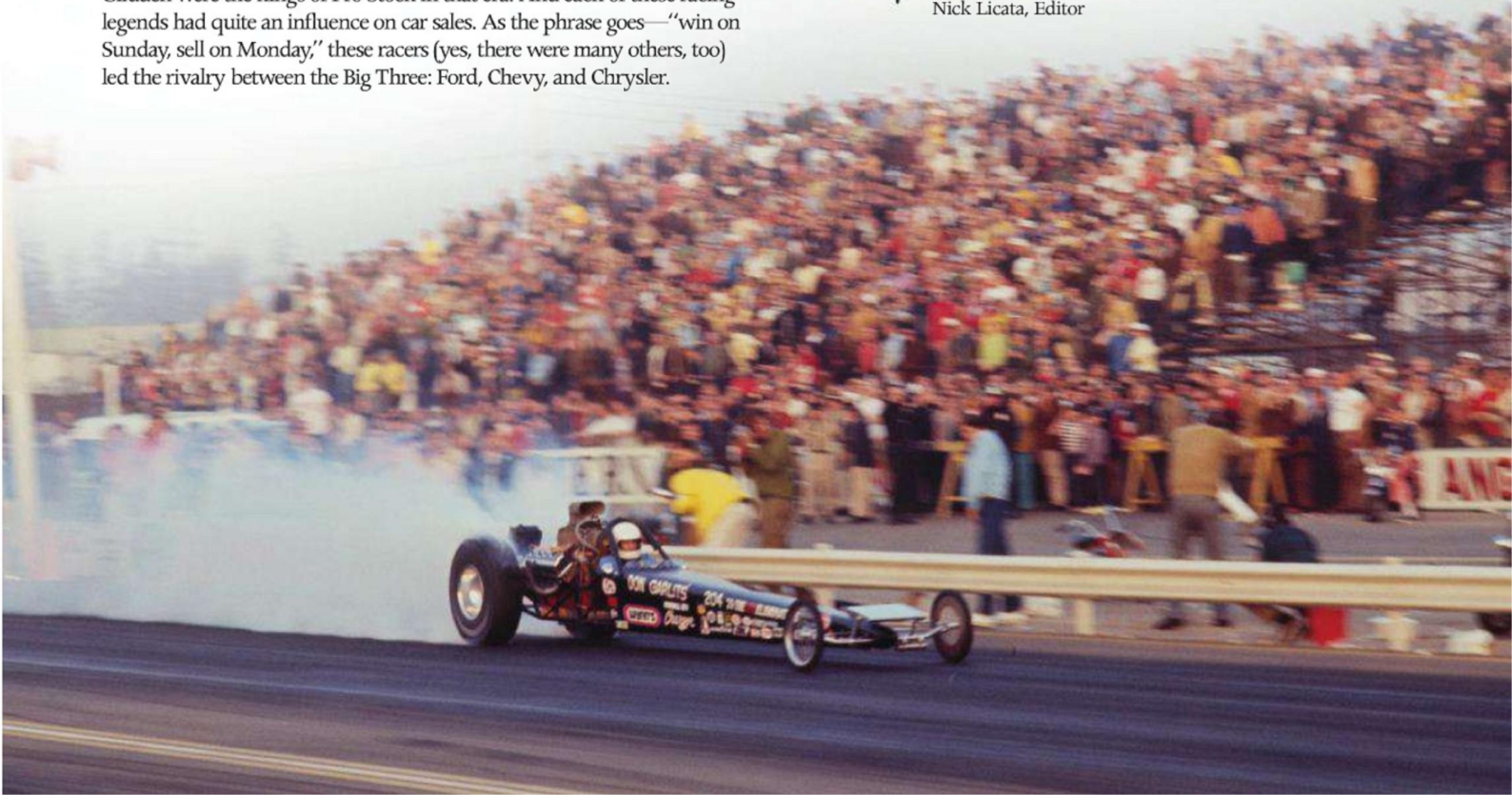
finally see late-model muscle from the Big Three battle it out on the dragstrip once more. And if that's not enough, Pro Stock drivers Greg Anderson and Jason Line are slated to debut two brand-new Pro Stock Camaros in NHRA competition sometime this summer.

This is going to be awesome!

For me, the only thing more exciting than watching a '12 COPO Camaro kick ass on a Cobra Jet Mustang or a Drag Pak Challenger would be to get behind the wheel and be the guy doing the ass-kicking.

You In?

Nick Licata, Editor





**We Have Everything you Need
for your Camaro!**



Ready to Run!



**Street & Strip®
Carburetors**

Keyword: SUM Street Carburetor
as low as.....\$259.95 each

Superior Strength!



**Special High Performance
Engine Blocks**

Keyword: DRT SHP Blocks Chevy
as low as\$1,499.64 each

Lightweight and Strong!



**RTS
Forged
Aluminum
Wheels**

Keyword: WLD RTS
as low as.....\$248.95 each

**High Pressure
and Fuel Flow!**



HP Billet Fuel Pumps

Keyword: HLY HP Billet Electric
as low as.....\$259.95 each

More Firepower!



**6AL
Ignition Controller**

Keyword: MSD 6AL Controller
MSD-6425\$214.90 each

Build Up to 482 C.I.D. of LS!



**LSX
Bowtie
Engine Blocks for GM LS**

Keyword: NAL LSX Blocks
as low as\$2,419.95 each

GM Approved!



**Consoles for
1967-81 Camaro**

Keyword: OER Camaro Consoles
as low as.....\$169.95 each

**Take the Chore Out of
Spring Removal!**



**Valve Spring Compressor
for GM LS**

Keyword: PRO LS Compressor
PRO-67605.....\$84.99 each

**Easily Assemble Hose
and Fittings!**



**AN Hose
Assembly
Tool Kits**

Keyword: KTS AN Tool
as low as\$74.95 kit

Packed Full of Features!



HR-Series Carburetors

Keyword: QFT HR
as low as.....\$378.00 each

**950 Ft.-Lb.
Torque Capacity!**



**Force 10.5
Twin-Plate Clutch Kits**

Keyword: RAM 10.5 Force Camaro
as low as\$1,325.95 kit

Super Cool Your Summer!



**Gen II Super Cooler
Climate Control Systems**

Keyword: VTA Super Cooler
as low as.....\$469.95 kit

**Great Looks and
Better Handling!**



AirBar Systems

- Combines better looks and handling of lowered suspension with soft ride and adjustability of air springs
- Requires no welding or cutting for an easy installation
- Includes air springs, link bars, bushings, brackets, and mounting hardware; ShockWave shocks optional

Keyword: ART Camaro Airbar
as low as\$1,300.00 kit



SAVE BIG! Clearance, Bargains, & Discounts at Savings Central on SummitRacing.com®

Sales: 1.800.230.3030 • Tech: 1.330.630.0240 • International: 00.1.330.630.0230 • SCode: 1206CF

Same-day shipping on in-stock items • No-hassle special orders • Expert advice & reliable product information

Prices good through June 1, 2012. We'll beat any price advertised in this magazine, on items in stock at the time you place your order.

Mail to: P.O. Box 909 Dept. 1206CF Akron, OH 44309 • Typographical errors and errors in description or photography are subject to correction. ©2012 AUTOSALES, INC.



PERFORMANCE FIRST
FOR 36 YEARS



The Strongest Bracket
System You Can Buy!



TM



LS Kit Shown

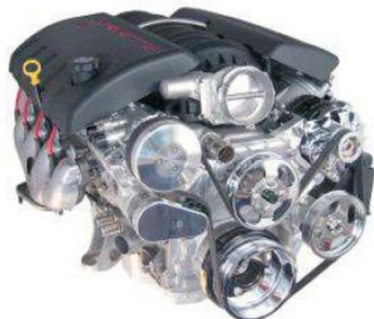
**Over 75 Components Specifically Engineered To
Create The Most Durable Drive System You Can Own.
And You Only Need To Know One Part Number.**

When we pioneered the first all inclusive engine accessory drive system over ten years ago, looks weren't our first concern. Our primary goal was to build a compact, super tough, super efficient drive system that could take the punishment of serious horsepower and long distance cruising. After hundreds of thousands of miles of road and track testing and years of proven performance in our customers' cars, we know we have achieved our goals. And you know, we think they look pretty cool too!

The foundation of Front Runner systems are the mounting brackets. Because the number one killer of drive train components is rotational harmonics, even the slightest movement or flex will fatigue and destroy the system. Our exclusive machined 6061 T-6 aluminum "truss" bracket becomes an extension of your engine block eliminating harmonics and providing totally solid mounting of all system accessories. Plus, it requires no head attachment points allowing you to use any intake, exhaust system or deck height.

So you don't need to spend hours trying to figure out and source your drive system. Just call our tech line and tell our guys what engine you've got. It's just that simple.

Front Runner Engine Drive Kits Are Available For: Small Block Chevy,
Big Block Chevy, LS Series GM, Ford Small Block and Ford Coyote 5.0L



800.728.2413

Complete Catalog Online At:

www.vintageair.com

Front Runner is a Trade Name of Vintage Air Inc.



EDITORIAL

Editor
Managing Editor
Technical Editor
Contributing Editors

Nick Licata
Bill Klein
Steven Rupp

• Bruce Biegler • Henry Z. DeKuyper
• Tony Huntimer • Robert McGaffin • Ro McGonegal
• Mary Pozzi • Josh Mishler • Jack Stavem
• Chuck Vranas

Web Producer

Ed Kimball

ART DIRECTION & DESIGN

Sr. Art Director

Markas Platt

Archivist

Thomas Voehringer

ON THE WEB

www.camaroperformers.com

www.chevyhiperformance.com

www.classictrucks.com

www.customclassctrucks.com

www.gmhightechperformance.com

www.popularhotrodding.com

www.rodandcustommagazine.com

www.streetroddenweb.com

www.superchevy.com

SUBSCRIBER CUSTOMER SERVICE:

USA: 866/615-4344

International: 386/597-4328

email: camaroperformers@emailcustomerservice.com

CAMARO PERFORMERS

P.O. Box 420235

Palm Coast, FL 32142-0235

Please include name, address, and phone number
on any inquiries.

"The Chevrolet Trademarks, including CHEVROLET, CHEVY and the Chevrolet "Bow Tie" emblem, are used with permission of General Motors Corporation, Chevrolet Motor Division. Chevrolet, however, does not endorse, indicate any preference for, or assume any responsibility for this publication, the acts or omissions of the publisher, or the products referred to or promoted in this publication, unless otherwise expressly stated in connection with such specific use or action."

EDITORIAL CONTRIBUTIONS: Welcomed, but editors recommend that contributors query first. Contribution must be accompanied with return postage and we assume no responsibility for loss or damage thereto. Manuscripts must be typewritten on white paper, and all photographs must be accompanied by captions. Photo model releases required on all persons in photos. CAMARO PERFORMERS reserves the right to use material at its discretion, and we reserve the right to edit material to meet our requirements. Upon publication, payment will be made at our current rate, and that said payment will cover author's and contributor's rights of the contribution. Contributor's act of mailing contribution shall constitute an express warranty that the material is original and no infringement on the rights of others. Mail contributions to: CAMARO PERFORMERS, 1733 Alton Pkwy, Irvine, CA 92606. Phone (949) 705-3100. Fax (949) 949-705-3427.

PRIVACY STATEMENT: Occasionally, our subscriber list is made available to reputable firms offering goods and services that we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and note requesting to be excluded from these promotions to Source Interlink Media, LLC, 831 S. Douglas St., El Segundo, CA 90245 Attn: Privacy Coordinator.

COPYRIGHT © 2012 BY SOURCE

INTERLINK MAGAZINES, LLC.

ALL RIGHTS RESERVED. PRINTED IN THE USA.

Any submissions or contributions from readers shall be subject to and governed by Source Interlink Media's User Content Submission Terms and Conditions, which are posted at <http://privacy.sourceinterlinkmedia.com/submissions.html>.

ADVERTISING INFORMATION:

Please call CAMARO PERFORMERS
Advertising Department, (949) 705-3100.

Related publications include: Classic Trucks, European Car, 4Wheel Drive Magazine, GM High-Tech Performance, High Performance Pontiac, Hot Bike, Import Tuner, Lowrider, Lowrider Arte, Mini Truckin', Muscle Mustangs & Fast Fords, Off-Road, Popular Hot Rodding, Street Rodder, Super Chevy, Surfing, Truckin', Vette, and other specialty magazines.

REPRINTS: Contact Wright's Media at 877/652-5295 (281/419-5725 outside the U.S. and Canada) to purchase quality custom reprints or e-prints of articles appearing in this publication.

BACK ISSUES: To order back issues, visit www.simbackissues.com. Canada Post Return undeliverable Canadian addresses to Pitney Bowes International Mail Services, P.O. Box 25542, London, ON N6C 6B2.

AUDIT BUREAU OF CIRCULATIONS
PRINTED IN U.S.A.

ADVERTISING
Group Publisher
Associate Publisher
Account Executives

Ad Operations
Coordinator
Group Publisher Asst.
and Event Coordinator
Publisher's Assistant

NATIONAL SALES OFFICES

New York Office 212/915-4000
Los Angeles Office 310/531-9900
Detroit Office 248/594-5999
Chicago Office 312/396-0600
Florida Office 813/675-3500

To advertise on this magazine's website, or any of Source Interlink Media's other enthusiast sites, please contact us at EM-advertising@sorc.com.

PERFORMANCE AUTOMOTIVE GROUP

EVP, Group Publisher Doug Evans
VP, Sales, Enthusiast Media Matt Boice
Editorial Director Jim Campisano
Group Operations Director Amy Diamond
Sr. Operations Director Pauline Atwood

OFFICERS OF SOURCE INTERLINK COMPANIES, INC.

President and Chief Executive Officer Michael Sullivan
EVP, Chief Financial Officer John Bode
EVP, Chief Administrative Officer Stephanie Justice

SOURCE INTERLINK MEDIA, LLC

President Chris Argentieri
Chief Creative Officer Alan Alpanian
SVP, Finance Dan Bednar
VP, Single Copy Sales and Marketing Chris Butler
EVP, Enthusiast Automotive Doug Evans
SVP, New Product Development Howard Lim
Chief Content Officer Angus MacKenzie
SVP, Manufacturing and Production Kevin Mullan
SVP, Consumer Media and Integrated Sales Eric Schwab
VP and General Manager, Brand Development Julie Smartz

DIGITAL MEDIA

Chief Technology Officer, Digital Media Raghu Bala
SVP, Digital Marketing Craig Buccola
SVP, Digital Product Development Todd Busby
SVP, Digital Product Development Tom Furukawa
VP, Digital Product Development Dan Hong
VP, Digital Advertising Products and Operations Jung Park

CONSUMER MARKETING, ENTHUSIAST MEDIA SUBSCRIPTION COMPANY, INC.

VP, Consumer Marketing Tom Slater
VP, Retention and Operations Fulfillment Donald T. Robinson III

Tim Foss
Janeen Webb
Barbara Donker
949/705-3320
David Stoker
949/705-3356
Patrick Walsh
949/705-3358

Gail Petito

Yasmin Fajatin
Ingrid Stow



A CAM SO GOOD WE GUARANTEE YOU'LL LOVE IT



Every Engine Combination Is Different. If You Are Serious About Making Maximum LS Power, You Need A True Custom Cam Design; Not A One Size Fits All "House" Grind.

Too many camshaft suppliers and resellers try to sell you their "secret" grind in an effort to make you believe that it's a one size fits all solution. At COMP Cams®, custom really means custom. COMP Cams® is the only custom camshaft designer and manufacturer trusted by almost every big name LS tuner shop and engine builder in the country. In fact, many of those custom LS cams from Brand X that you read so much about on the forums were actually created with COMP Cams® technology. The real truth is that most shops don't have the resources, experience or production capacity to create a truly custom cam that's guaranteed to be the best fit for your combination. But that's what COMP® does best. In most cases, we can design and manufacture your custom grind LS camshaft in less than 72 hours and for no added cost over a stock grind. Order it today from one of our dealers or direct via our CAM HELP® tech line and you could be experiencing the COMP Cams® difference by the weekend.

Satisfaction Guaranteed.

Rectangular or cathedral port heads, VVT or AFM, 5.7L or 6.2L, single or three-bolt core – regardless of your GM LS engine combination and upgrades we have the technology to satisfy your performance demands, guaranteed. Every custom grind cam we produce is covered by the unmatched COMP Cams® satisfaction policy. Bottom line, if you're not satisfied with your new custom camshaft – we'll regrind it at no charge.



BEST SELLING LS UPGRADES

SHORT TRAVEL HYD. ROLLER LIFTERS

Short Travel Race Hydraulic Roller Lifters limit piston movement for increased engine RPM. Available in captured link bar retro-fit & OE drop-in styles for all LS engines.

DUAL VALVE SPRING KITS

Extremely durable & able to withstand high RPMs, #26926 Dual Spring Kits are good for up to .675" lift & are available with Light-weight Tool Steel or Titanium Retainers.

Engineered To Finish First.



CAM HELP® 1.800.999.0853 | WWW.COMPCAMS.COM

I'M JUST SAYIN



By Jack Stavem camaroperformers@sorc.com



Free, free, set me free!

• I am almost positive that if you are reading this magazine, you have a driver's license. But have you ever thought about how lucky you are to even have one? Imagine all the places and adventures you would have missed out on if you didn't have it. When I was growing up here in Southern California, I took it for granted that practically everyone had a car. Heck, most families I knew had two, and no matter where we needed to go, we could usually con someone's parents into taking us there: Dodger Stadium, Disneyland, the beach, and all points in between. Then, in 1973 my stepdad took an overseas assign-

ment to the tiny country of Ireland and my cushy, chauffeured life changed über fast.

Just to fill you in a bit, Ireland circa early '70s, was still a pre-tech boom, sleepy little country, and having a car was a luxury. Add in the fact that gas was well over \$2.00 a gallon (it was \$0.53 in the U.S. at the time) and that made the choice to use public transportation an easy one for most folks. Sure, we had a car, a brand-new Ford Cortina wagon that my stepdad's company issued him, but he worked long hours and my mom was none too keen on learning to drive on the opposite side of the car, never mind the wrong side of the road. That meant my brother and I were dead in the water 15 miles from town unless we learned the ways of the locals and hopped on a bus, which we did ... a lot.

During those five years I rode buses everywhere to do everything. School? Bus. Movies? Bus. Concert? Bus. Friend's house? Bus. God bless Dublin for having a fantastic bus system, but I swore that when our tour was up I would never ride another bus as long as I lived. After all, I was eventually going to move back to car-crazy California and obtain the single most valuable thing a teenager can have in the free world: a driver's license.

The day I turned 18, I was at the DMV with my birth certificate in hand, and after a near acing of my driving test (did a one-handed parallel park job and nailed that too), I took possession of my brand-spanking-new global touring pass, better known as a California driver's license.

Now I could go anywhere I wanted, any time of day or night. Billings, Montana? Yes. El Paso, Texas? Hell yes! Salem, Massachusetts? Abso-damn-lutely! The world really was my oyster. No more waiting, no more begging, no more bus lines, and outside of the fact that I did not own a car and had practically no money, I instantly felt like I was set for life!

But alas, life hit me with a dose of reality, and when I finally did get a car, it was not the world traveller I imagined, but a loveable, gutless '69 postal Jeep. A solid mount that transported me to destinations far exceeding those of my previous modes of transportation: a skateboard and a bike.

Yup, outside of a passport there really is no other document that gives you the kind of liberty a driver's license does.

While recently visiting an elderly friend of mine, we got on the subject of travelling, and she said the thing that she missed the most in her golden years was the fact that she was no longer able to drive. The day she got rid of her car and stopped driving ended over 70 years of unrestricted travels as well as just running simple errands—something we all take for granted.

She went on to describe some of her adventures and road trips throughout the years, and I got a real sense of joy as she described trips that included a middle-of-the night wedding dash to Vegas, cruises to San Diego during World War II to visit her husband, and a cross-country tour she took in the '50s from California to the East Coast with a girlfriend, which they stretched into three months ... How *Thelma and Louise* is that?

Think about all your adventures and life experiences that would be missing if that

little magic card in your wallet wasn't there. No borrowing the family station wagon for a high school date or present-day car club Friday night cruises with your pals. If you think about it, we really are a lucky and privileged bunch.

Recently I was in a fender bender involving my beloved classic ride. Nobody was hurt, and other than being a little shaken up, all parties walked away from the scene.

The car is being fixed and will be back on the road soon enough, but it did make me



reflect briefly about my own mortality. And then it hit me. A driver's license is a lot like life—both are privileges we should cherish, they are not guaranteed, and both can be taken away at a moment's notice.

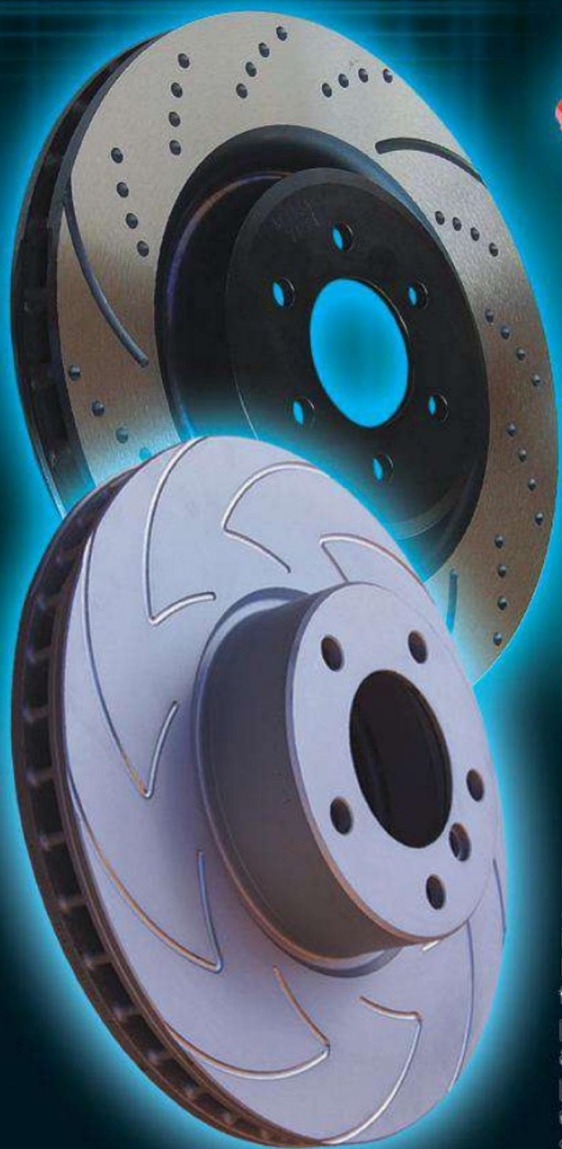
If life alone is a bowl of cherries, then life with a driver's license is a massive dog bowl of Cap'n Crunch.

I'm Just Sayin'

GREAT BRAKES FOR MUSCLE CARS



Every Muscle car should have them... **HIGH FRICTION** brake pads that do not heat fade. The new EBC YellowStuff deliver more stopping power with just a pad change for as little as \$100 and combined with your choice of EBC sport slotted or wide slotted and dimple drilled sport rotors and you have brakes that not only LOOK cool... they RUN Cool.



Fast street pads for muscle cars and higher horsepower prestige imports



Trackday and fastest street use pads with higher friction and heat threshold



GOING TO THE TRACK ???

EBC produce a superb race pad in its new Bluestuff NDX Formula That grips, last, zero fade and does not trash your rotors.

BRAKE ROTORS - New for 2012 season EBC Blade rotors in **HIGH CARBON** cast iron for better heat stability and zero thermal cracking in performance use are now available for most popular cars, plus best selling GD series dimple drilled and slotted or straight slotted USR series



EBC Brake pads are 100% British Made

EBC BRAKES

WWW.EBCBRAKES.COM

FIRING BACK

Letter of the Month

Where's the LT1 Love?

Dear CPM, I am tired at the lack of attention to the LT1/LT4 cars. They are becoming more affordable, and starting next year the first of the fourth-gen models will become collector cars (20 years old). I have a '94, originally a V-6, but started to swap in a 9C1 LT1 in 2010. I did not touch it in 2011 due to lack of funds, but this coming spring I want to finish it. I would like to explore my options for high-performance parts but never see any articles on the LT1. Until then, I will be boycotting your magazine.

Sincerely,
Tyler Daniels
Via Facebook

Tyler, if you boycott the magazine, how will you know when we do a build on an LT1?
Ed.

★Suspension Articles – Keep 'em Coming

I am really digging the first-gen handling piece you did in the April 2012 issue. It gives me plenty to think about with my '69 Pace Car. The suspension is the main thing I do not like about the car. Handling is mediocre at best. I can't wait to see the back half done and the results in the next issue. I already have a good idea of what it would cost, but are you going to include that in the next article? Keep up the great work you do for us Camaro nuts!

Dan DeMarchis
Via Facebook

Dan, as you probably know by now, the rear installation—including results—were in the May 2012 issue. Due to the amount of positive email we've received on this article, we plan on doing more bolt-on suspension articles in the future, so keep an eye out for those.



•Is it hot in here or is it just me?

CP Letters gal Megan Belet was bummed to hear that she'd lost a fellow LT1 wrencher, but being the trooper she is, she went right back to getting her car ready for drag night ... atta girl.



DON'T MISS ANOTHER ISSUE!

HEAD ON OVER TO
CAMAROPERFORMERS.COM
AND GET 9 KILLER ISSUES FOR \$19 BUCKS!

★Funny Car

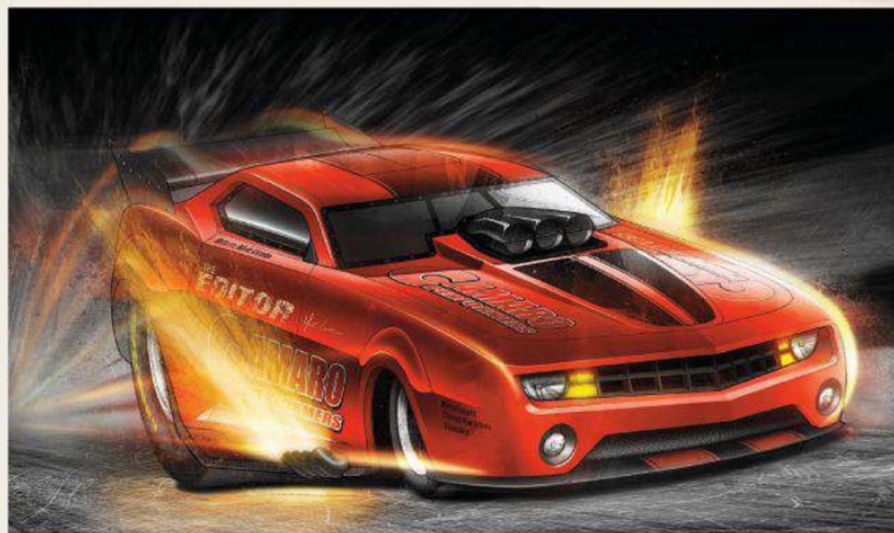
I would like to know more about the new body style Camaro concept Funny Car body. I work on the crew of a Top Alcohol Funny Car and also help sponsor the car. We want to get a new body for the car but want to wait until we can buy the new-style Camaro body. Please let me know if this body is available for purchase now or if and when it may become available. We would also be interested in testing the new body on the car.

Thank you,
Jason

Jason, that was an idea we came up with a while back and asked automotive artist Tavis Highlander (tavishighlander.com) to run with it. As far as we know, there are no fifth-gen



Talent: Megan Belet



Camaro Funny Car bodies available at this time. With that said, we do know that Five Star Race Car Bodies has built at least two Pro Stock Camaro bodies for NHRA competition. Greg Anderson and Jason Line are scheduled to debut those cars sometime this summer. Finally, us Camaro enthusiasts will have something to look forward to in the pro ranks of NHRA drag racing.

★Second-gen Craze

Hi Nick,

I'm reading the Feb 2012 issue of *Camaro Performers* magazine right now. Great stuff as usual. Your car (Project Orange Krate) looks like it's coming along nicely. Any ideas on completion dates? This year, maybe? I know how big these full builds are and how long they can take. Add in tech articles and photo shoots with that and I understand how it can get crazy.

That kind of brings me to my thoughts on second-gens and the magazine.

As you've seen over the past few years, second-gen Camaros have taken off in popularity. At least with the Pro Touring crowd.



Eric, those are all great ideas and we'll look into some of your suggestions for future articles in the magazine. In the meantime, I hope you enjoy this issue as there are two second-gen feature cars included in these pages.

As far as Project Orange Krate's progress goes, we don't want to make any promises on a set date, as Pete and the crew at Competition Specialties (competition-specialties.com) are making sure this car is done to the quality that shop is known for.

★Uproar in "The Shwa"

In the February 2012 issue we ran a feature of Guy Fieri's 2011 SS convertible (Yella' Dog). We've gotten quite a few emails, even some phone calls, from our readers north of the boarder thanking us for mentioning "Guy Fieri got the very first yellow one to roll off the line in Oshawa, Ontario, this past spring." But a quote near the end of the article reads, "the best thing about it is that it's made in the USA, baby."

We're not sure if Guy made this statement or if the author used "creative editorial license" for the article, but while Chevrolet is an American company, many Canadian Camaro enthusiasts took offense to the quote, and rightfully so, as they are very proud of the fact that the fifth-gen Camaro comes straight from "The Shwa."

Please accept our sincerest apologies on this oversight, as we meant no disrespect to our Camaro friends from Oshawa.

Ed



How about a full issue "special edition" for us second-gen owners? Restored, Charley's (Lillard) survivor Z, home-built drag, and Pro Touring style, and full-tilt pro built, too.

Randy Johnson's, Mary Pozzi's car, Brian Finch's, and Dale Jr.s' just to name a few for the pro-built Camaros.

Also included could be parts sources for engine swaps, brake upgrades, custom dash/interior, suspension guide, restoration tips (with common problems a new buyer could look for before buying a rust bucket), and exhaust systems. And this very common concern: wheel and tire fitment and sizing.

Tech could include suspension improvements over first-gens, a steering and suspension upgrade (leaf and link type), and brakes, electrical upgrades, and even cosmetic updates. Or if you wanted to get really technical, show how to set up your second-gen to perform on the autocross track and have Mary go over a leaf-style setup. You could also include alignment specs and wheel/tire setup.

You get the idea. I think it would be a big hit, even with the first- and third-gen guys. A lot of them are closet admirers of early second-gen cars.

Just some thoughts. I imagine you get enough ideas sent to last 10 lifetimes. I'm just tossing out my wish list here for you to see.

Take care!

Thanks,

Eric

Via Email



CHECK US
OUT ON



FACEBOOK.COM/
CAMAROPERFORMERS

twitter
@CAMAROPERFORM

»SEND YOUR EMAIL TO: CAMAROPERFORMERS@SORC.COM

the NEWS

Industry

COPO GOES FROM CONCEPT TO PRODUCTION

• **Chevrolet will build 69 COPO Camaros** for 2012, the brand's first purpose-built Camaro drag racing specialty car designed to compete with the quickest in NHRA's Stock Eliminator and Super Stock classes. National records for quarter-mile times in these classes are in the 9-second range.

As such, the COPO Camaros are expected to be the quickest Camaros ever offered by Chevrolet.

"The COPO Camaro is going to shake up the Sportsman drag racing ranks this summer and give Chevy fans a great new reason to cheer on the Bowtie," said Jim Campbell, GM U.S. vice president of performance vehicles and motorsports. "COPO builds off the strengths that have made the Camaro the best-selling sports car in America. And while it was developed strictly for the dragstrip, the COPO Camaro is infused with the same performance pedigree that every Camaro shares."

The 69-car production run for the '12 COPO Camaro matches the number of ZL1 COPO Camaros made in 1969. COPO stands for Central Office Production Order and was Chevrolet's special order system used by dealers to build high-performance models in the 1960s.

The new COPO Camaros will be built using factory "body-in-white" structures produced at the Oshawa, Ontario, plant, which manufactures regular-production Camaros. They are the same body-in-white body shells available to all racers under Chevrolet Performance part number 19243374.

Customers will order and complete the transaction for their COPO Camaro at their preferred Chevrolet dealer with delivery at the General Motors Performance Build Center in Wixom, Michigan.

Deliveries will begin early this summer.

■ Highlights of the new COPO Camaro program include:

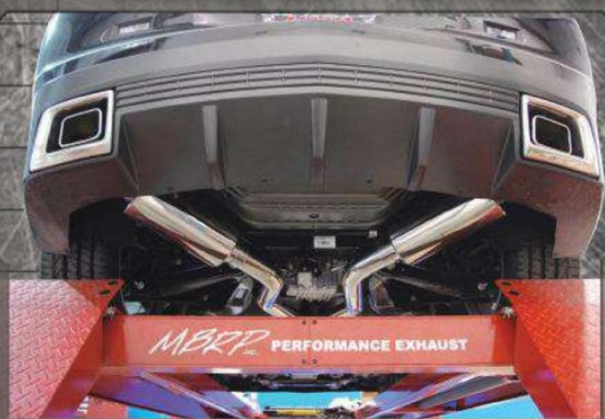
- A sequenced build number matched to the engine but sold without a Vehicle Identification Number and cannot be registered for highway use.
- Three racing-class engines are available, including a naturally aspirated 427 (7.0L) and two supercharged 327 (5.3L) V-8 engines.
- Engine assembly occurs at GM's Performance Build Center, where the buyer can opt to participate in the engine assembly, similar to Chevrolet's Corvette Engine Build Experience and the Chevrolet Performance Build Your Own Crate Engine programs.
- Engines are paired with a Powerglide automatic transmission designed for drag racing.
- Five colors: Flat Black, Summit White, Victory Red, Silver Ice Metallic, and Ashen Gray Metallic.
- A COPO graphics package similar to the one introduced on the concept vehicle will be available in Metallic White, Semi-Gloss Black, Inferno Orange Metallic, and Chevy Racing Blue.
- Pricing starts at \$89,000.
- A special collector's package offering the purchase of all three engines with the COPO Camaro—including one installed in the



MBRP^{INC.}

PERFORMANCE EXHAUST

CAMARO



GAIN UP TO 20 HP AND 24 FT/LB

MBRP has expanded its application line up with Cat Back performance systems for the new Camaro. Featuring mandrel bent 3" pipes and a specially tuned internal crossover resonator they are designed to minimize the sound associated with the Active Fuel Management and leave you with true muscle car sound.



Year	Model	Description	Part #
10-12	Camaro V8, LS3 Standard	Cat Back, Dual Split Rear (Round Tips)	S7018304
10-12	Camaro V6	Cat Back, Dual Split Rear (Round Tips)	S7020304
10-12	Camaro V8, LS3 Standard	Cat Back, Dual Split Rear (Rectangle Tips)	S7022304
10-12	Camaro V9, L99 Automatic	Cat Back, Dual Split Rear (Round Tips)	S7024304
10-12	Camaro V9, L99 Automatic	Cat Back, Dual Split Rear (Rectangle Tips)	S7026304
10-12	Camaro V8, LS3 Standard	Cat Back, Dual Split Rear (Round Tips)	S7018409
10-12	Camaro V6	Cat Back, Dual Split Rear (Round Tips)	S7020409
10-12	Camaro V8, LS3 Standard	Cat Back, Dual Split Rear (Rectangle Tips)	S7022409
10-12	Camaro V9, L99 Automatic	Cat Back, Dual Split Rear (Round Tips)	S7024409
10-12	Camaro V9, L99 Automatic	Cat Back, Dual Split Rear (Rectangle Tips)	S7026409

**PRO
Series**

**XP
Series**



WWW.MBRP.COM



1-888-636-7223



American Made Quality Products Tested Proven Performance

TCI Engineering '68 Camaro



"I loved every part of my job for the autocross and realized that the car has an extremely high tolerance for pressure. You want to go faster, just push the car more and with late-model F-bodies being so softly sprung, this is almost impossible. I'll even go so far and say I've never driven a better handling first-gen Camaro ever."

- Quoted by: Mary Pozzi Professional Driver of the Autocross at The 2009 Super Chevy Suspension & Handling Challenge

Front Coil-Over IFS & Rear Torque Arm Suspension

REAR PERFORMANCE TORQUE ARM

Engineered For: '67-'69 Camaro,
'67-'69 Firebird & '68-'72 Nova

The Best Rear Bolt-on Performance
You Can Buy!!

Bolt-on Rear Torque Arm Suspension Includes:

- NEW 1 1/4" High Performance Bars
- Axle housing brackets with torque arm tabs and install tool
- Torque arm with slider and reinforcing flanges
- Coil-over crossmember with channel brackets
- 1" adjustable panhard bar with LH & RH rod ends
- 1 1/4" trailing arms with stainless adjusters
- Crossmember with drive shaft loop
- Bolt-on trailing arm channel brackets
- Floor reinforcing plates and hardware
- All American coil-over shocks
- Sub-frame connectors

Rear Torque
Arm Assembly

Add more wheel and tire to the Rear of your car

- Able to fit: 335x35x17 Rear Tires
- Able to fit: 18x11 Rear Wheels
- Mini Tub sheet metal not included
- Adds 2" in the rear wheel well



Standard

For All Suspension Set-ups

1 1/4" High Performance

4-Link Bars

Plain or Polished/Stainless
Options

Optional Parts

- Billet double adjustable shocks front and rear
- Drilled and slotted 12", 13" or 14" brakes
- Polished stainless & chromed parts
- Rear panhard bar or rear track bar
- Chrome front or rear sway bars
- Rear billet single adjustable shock

FRONT COIL-OVER IFS

Engineered For: '67-'69 Camaro,
'67-'69 Firebird & '68-'72 Nova

The Best Rear Bolt-on Performance
You Can Buy!!

Bolt-on Front Clip Assembly Includes:

- Engine mounts designed for small block, big block & LSI engines (optional brackets and Camaro oil pan required with LSI)
- Bolt-in multi position transmission mount is included
- Big bore calipers (with 20% better clamping force)
- 1 1/8" Drilled & slotted zinc plated rotors
- Billet single adjustable coil-over shock
- Urethane bushed tubular A-arms
- Aluminum inner fender panels
- Black powder coated springs
- 1 1/8" Lower tubular A-arms
- 1" Performance anti-roll bar
- Power Rack and pinion
- 1" Upper tubular A-arms
- Spindles (2" drop)

Add more wheel and tire to the Front of your car

- Able to fit: 275x35x18 Front Tires
- Able to fit: 18x9 Front Wheels
- Able to fit: 10.6" Front Tires

Front and Rear Suspension
Are Sold Separately

Front End Assembly

All TCI Products
Are Engineered With US DOM STEEL

Life Time Warranty on
All TCI Engineering
Manufacturing Parts

STREET SET-UP

'67-'69 Camaro, '67-'69 Firebird & '68-'72 Nova
Rear Performance 4-Link Suspension Kit

Rear End Assembly



All TCI Products
Are Engineered With US DOM STEEL

Life Time Warranty on
All TCI Engineering
Manufacturing Parts

Sub-Frame Connectors
(Fits TCI Clip or Stock Clip)

* Call For
More Details

Bolt-on Rear Suspension Assembly Includes:

- NEW 1 1/4" High Performance Bars
- 1" adjustable panhard bar w/LH & RH rod ends
- Adjustable 4-Link Bars
- Steel All American coil-over shock
- Black powder coated springs
- Rear coil-over crossmember
- Floor reinforcing plates
- Adjustable panhard bar
- Sub-frame connectors
- Weld-on axle brackets
- Hardware kit
- Detailed instruction sheet

Optional Parts
Drilled and Slotted 12", 13"
New 14" Wilwood Brakes

STRAIGHT LINE

'67-'69 Camaro, '67-'69 Firebird & '68-'72 Nova
Rear Performance 4-Link Suspension Kit
Built for a Mini Tub Application & Street Application

Rear End Assembly



All TCI Products
Are Engineered With US DOM STEEL

Life Time Warranty on
All TCI Engineering
Manufacturing Parts

Sub-Frame Connectors
(Fits TCI Clip or Stock Clip)

* Call For
More Details

Bolt-on Rear Suspension Assembly Includes:

- NEW 1 1/4" High Performance Bars
- 1" adjustable panhard bar w/LH & RH rod ends
- Adjustable 4-Link Bars
- Steel All American coil-over shock
- Black powder coated springs
- Rear coil-over crossmember
- Floor reinforcing plates
- Adjustable panhard bar

All TCI Products
Are Engineered With US DOM STEEL

Life Time Warranty on
All TCI Engineering
Manufacturing Parts

Note:

TCI Engineering does not sell mini tub
sheet metal, only the rear suspension.

CALL NOW (800) 984-0799

Go To
Total Cost Involved.com
For Your FREE
Monthly Specials

CALL NOW
FREE
10th Anniversary
TCI Engineering
Catalog
Call Code:
CPT1



Ontario, CA 91762

© 2011 Total Cost Involved Engineering, Inc. All Rights Reserved.

Go To: totalcostinvolved.com

In-House Machining
and Fabrication



the NEWS

car at delivery—with each engine serial number matched to the car.

Selection process

The COPO Camaro concept was first shown at the 2011 Specialty Equipment Market Association (SEMA) show in Las Vegas, where the overwhelming response by more than 2,000 racing enthusiasts shaped the decision to produce a limited number of COPO Camaros.

To ensure fair access to the limited number of COPO Camaros, an independent third party was used to identify the first individuals who would be offered the opportunity to buy one of the new COPO Camaros. Those selected will receive a confirmation letter with instructions on how to fulfill the purchase contract, choose the engine option for their intended racing class, and take delivery.



Designed to win

The COPO Camaro is designed to NHRA racing specifications including a solid axle and a full chrome-moly rollcage. Inside, most of the standard sound deadening and power accessories have been deleted in order to optimize weight for NHRA racing. Also included is a pair of racing bucket seats (no rear seat), a safety harness for the driver, a competition floor shifter, and Chevrolet Performance gauges.

The three engines offered in the COPO Camaro program were developed to align with the top classes in NHRA's various Stock Eliminator and Super Stock ranks. They are:

- A naturally aspirated LS7-based 427 (7.0L) V-8
- A supercharged LSX-based 327 (5.3L) V-8 featuring a 2.9L supercharger
- A supercharged LSX-based 327 (5.3L) V-8 featuring a 4.0L supercharger

The '12 COPO Camaro is being offered as a performance part, with a specific part number (PN 20129562). It cannot be registered, titled, licensed, or driven on public roads or highways. The COPO Camaro is specifically offered for off-highway, competitive NHRA use only.

Racing enthusiasts interested in more information can go to gmperformanceparts.com to sign up for COPO Camaro updates through the Fuel online newsletter. Production updates will also be posted on Chevrolet Performance's Facebook page.

★★★★★

2013 CAMARO 1LE

• **The road-racing inspired Camaro 1LE** performance package returns for 2013 with unique gearing, suspension tuning, and tires that makes the model capable of more than 1 g of lateral acceleration and a sub-3-minute lap time at Virginia International Raceway's Grand Course. It is offered on Camaro SS coupes with manual transmissions.

"The Camaro 1LE combines the best elements of the SS and ZL1 to take road-racing performance to a whole new level," said Al Oppenheiser, Camaro chief engineer. "That the 1LE breaks the 3-minute lap at VIR puts it in the upper echelon of performance cars. That it starts under \$40,000 makes the Camaro 1LE one of the most affordable, most capable track-day cars offered by any manufacturer."



In anticipation of consumers entering the 1LE in amateur racing events, Chevrolet is pursuing SCCA approval of the 1LE package for Touring Class competition.

For 2013, all Camaro SS models including the 1LE will feature standard variable-effort electric power steering and an available dual-mode exhaust system. Both features were introduced on the ZL1. Additionally, 2013 Camaro LT, SS and ZL1 models are available with Chevrolet's color touch radio with MyLink infotainment system.

"With the 2013 model year, Camaro offers something for almost every driver, including: the 323-hp, 30-mpg 2LS; the all-new, 580hp supercharged ZL1 convertible; the COPO Camaro for drag racing; and the new 1LE for amateur track days," said John Fitzpatrick, Camaro marketing manager.

The 1LE package goes on sale this fall with the 2013 Camaro line. Pricing will be released later this year.

■ A Heritage of Handling

The Camaro 1LE package was introduced in 1988, inspired by Camaro's involvement in Pro-Am road racing.

For 2013, the 1LE package is offered only on 1SS and 2SS coupe models, featuring a 6.2L LS3 V-8, which is rated at 426 horsepower and 420 lb-ft of torque. In addition, 1LE is only available with a six-speed manual transmission.

The 1LE also features exclusive, monotube rear dampers instead of the twin-tube dampers on SS models. The new hardware allowed engineers to tune the 1LE suspension to focus on optimal body-motion control while preserving much of the ride quality and wheel-motion control of the Camaro SS.

Other changes to optimize the 1LE for track-day use include:

- Larger, 27mm solid front stabilizer bar and 28mm solid rear stabilizer bar for improved body control
- Higher-capacity rear-axle halfshafts to cope with increased levels of traction
- Strut tower brace for improved steering feel and response
- ZL1-based 20x10 front and 20x11 rear aluminum wheels
- 285/35ZR20 Goodyear Eagle Supercar G:2 tires front and rear (identical to the front tires on the ZL1)
- ZL1 wheel bearings, toe links, and rear shock mounts for improved on-track performance

• ZL1 high-capacity fuel pump and additional fuel pickups for improved fuel delivery during high-g cornering

Visually, the 1LE package for 2013 is distinguished by its matte-black hood, front splitter, and rear spoiler—as well as the 10-spoke ZL1-based wheels, which are finished in black. The functional front splitter and rear spoiler contribute to the car's on-track performance by helping to reduce aerodynamic lift at high speeds.

Electric power steering and dual-mode exhaust bring ZL1 technology to SS models.

New for 2013, the electric power steering system developed for the ZL1 will be standard on all 2013 SS models. The variable ratio, variable effort system provides light efforts for easy maneuverability at parking-lot speeds as well as increased resistance at higher speeds. This provides more feedback, and a more direct steering feel, to the driver.

HURST HERITAGE.
HURST PERFORMANCE.
NOW AVAILABLE FOR
THE MODERN MUSCLE CAR!

20" STUNNER
MACHINED W/ANTHRACITE ACCENT

For the first time since 1965, hot rod enthusiasts can enjoy the traditional look of Hurst wheels on their modern muscle cars.

Designed with Hurst's rich performance history in mind, Hurst wheels are lightweight and allow for a wider tire width.

As modern technology results in a much more performance-oriented design and competitive price point, expect the passion for Hurst wheels to reignite.

HURST

1-888-727-8201
www.tirerack.com
Dealer Inquiries Invited



GET A GRIP

WWW.

CP.CENTERFORCE
.COM



NEW!



- UNIQUE PATENT PENDING DESIGN
- FULLY DAMPENED CLUTCH SYSTEM DEVELOPED FOR VEHICLES WITH EXTREME POWER LEVELS
- SMOOTH ENGAGEMENT, LIGHT PEDAL EFFORT, AND QUIET OPERATION
- HIGH TORQUE CAPACITY UP TO 1300 ft/lbs AT THE FLYWHEEL
- GREATER LONGEVITY
- FASTENERS
- EXCELLENT DRIVER CONTROL
- SPECIFICATION CARD INCLUDED!

Proud to be an
American Company
Since 1982



WWW.CENTERFORCE.COM

the NEWS

Industry

BUILD YOUR OWN LS7 OR LS9 CRATE ENGINE

• **Chevrolet Performance** is offering customers the opportunity to help build their own LS7 or LS9 crate engine—a first-of-its-kind program that blends the convenience and assurance of purchasing a factory-engineered crate engine with the personal satisfaction of building one's own engine for a project vehicle.

"Building an engine is a time-honored tradition in hot rodding, and this exciting new program allows enthusiasts to enjoy that magical do-it-yourself feeling, while still enjoying the value of a factory-engineered, warranted crate engine," said Jim Campbell, GM U.S. vice president of performance vehicles and motorsports. "For hands-on hot rodders, this program truly enables them to say they did it all when it came to building their project. There's nothing else like it in the industry."

The new program includes part number 19259944 for the LS7, which has an MSRP of \$22,756.10, and part number 19259945 for the LS9, which has an MSRP of \$32,050. The actual dealer price for each may vary. It also provides customers the experience of visiting GM's unique Performance Build Center in Wixom, Michigan, where they will join a specially trained engine builder to assist in the start-to-finish assembly of the engine they purchased—from installing the crankshaft in the cylinder block, to topping off the engine with its intake system. In the case of the LS9, it also means installing the supercharger assembly.

Upon completion, a personalized nameplate is added to the engine, making it a true one-of-a-kind.

This unique program is possible because of the hand-assembly processes used at the 100,000-square-foot Performance Build Center, which weaves the best practices of low-volume niche manufacturers and the established quality and manufacturing standards at GM to ensure the highest-quality specialized engines.

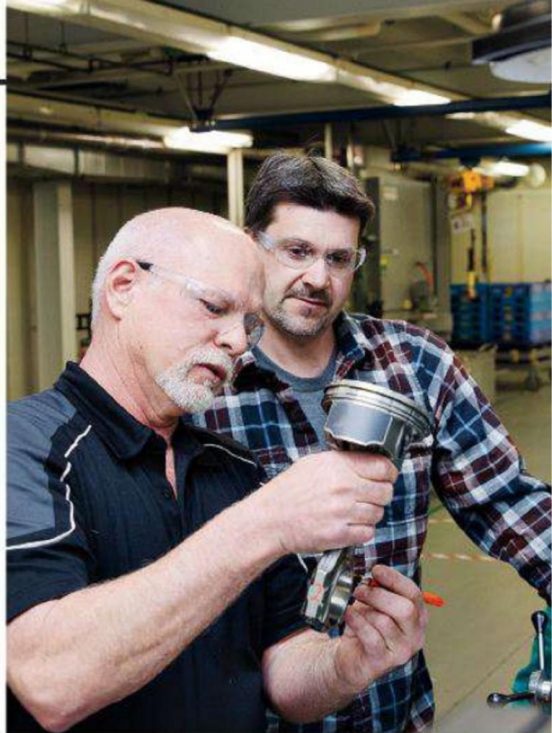
The personally assembled engines carry Chevrolet Performance's 24-month/50,000-mile limited warranty. See complete details at gmperformanceparts.com.

LS7 SPECS

Displacement: 7.0L (427 cubic inches)
Bore x stroke: 4.125 x 4.000 inches
Crankshaft: forged steel
Connecting rods: forged titanium
Cylinder heads: CNC-ported aluminum
Valves: 2.20-inch titanium, intake;
 1.61-inch sodium-filled, exhaust
Induction: naturally aspirated
Compression ratio: 11:1
Horsepower: 505 @ 6,300 rpm
Torque: 470 lb-ft @ 4,800 rpm

LS9 SPECS

Displacement: 6.2L (376 cubic inches)
Bore x stroke: 4.125 x 3.620 inches
Crankshaft: forged steel
Connecting rods: forged titanium
Cylinder heads: roto-cast aluminum
Valves: 2.16-inch titanium, intake;
 1.59-inch sodium-filled, exhaust
Induction: supercharged
Compression ratio: 9.1:1
Horsepower: 638 @ 6,500 rpm
Torque: 604 lb-ft @ 3,800 rpm



★★★★★



Industry

AEROMOTIVE TO PRESENT LSX TOP QUALIFIER AWARDS

• **NMCA is pleased** to announce that Aeromotive Fuel Systems will sponsor an LSX Top Qualifier award at the first two Chevrolet Performance LSX Challenge Series events. The first LSX series event took place at the Ross Racing Pistons NMCA season opener in Bradenton, Florida, the weekend of March 15-18, 2012, and the second LSX event will take place at the Chevy High Performance (All-GM) Nationals in Commerce, Georgia, the weekend of June 1-3, 2012. Aeromotive will give away the following awards as a part of their LSX Top Qualifier Program:

Drag Radial—\$300 Product Certificate
All Motor—\$300 Product Certificate
Real Street—\$300 Product Certificate
LSX Rumble—\$150 Product Certificate
5th Gen Camaro Challenge—\$150 Product Certificate

The top qualifiers for the LSX Rumble class and the 5th Gen Camaro Challenge class will be the competitor who ran closest to their index in the first round of qualifying.

BONUS: Aeromotive will add an extra \$100 to each racer's product certificate if they have an Aeromotive product on their race car.

To be eligible for the Aeromotive LSX Top Qualifier program, racers must have an Aeromotive decal on their race car. Product certificates may be combined for racers who are the top qualifier in their class at both events.

2012
CHEVY
HIGH PERFORMANCE
NATIONALS
PRESENTED BY **SDPC**
Scotty's Dragway Parts Center

End Carb Frustrations

EFI is EZer



EZ-EFI® Self Tuning Fuel Injection

FAST™ EZ-EFI® delivers all the benefits of modern EFI, like cold start convenience, adaptability to weather changes, increased throttle response and better fuel mileage efficiency; all without user tuning. Simply hook it up, follow the easy setup wizard on the provided display and it tunes itself as you drive.

- Simple to install & easy-to-use; no laptop or tuning experience
- Systems include ECU, wide-band oxygen sensor, wiring harness, fuel injectors, hand-held unit & throttle body for easy installation
- Engineered to work with aggressive camshafts & high performance engines; ideal for street rods & muscle cars

“When it comes to electronic fuel injection, it just doesn't get any easier.”

- Hot Rod Magazine

CARB REPLACEMENT KITS

The original, award-winning EZ-EFI® bolt-on replacement kits include a specially designed throttle body that bolts directly onto any existing 4150-type intake manifold. These kits are easily installed in an afternoon, you can even use your existing carb linkage. In-Tank Fuel Pump and Dual Quad Kits also available.

MULTI-PORT KITS

Bolt-on solution for multi-port EFI on SBC & BBC engines up to 1000 HP. Perfect for daily drivers, serious race cars, and everything in between, these kits contain EZ-EFI® system, single plane EFI intake, throttle body, fuel injectors, aluminum fuel rails, fuel pump kit, sensors and wiring harnesses.

GM LS TRANSPLANT KITS

The newest EZ-EFI® kits are the perfect solution for transplanting GM LS Gen III/IV engines into any type of vehicle. With multiple options including the EZ-EFI®, XIM™, EZ-TCU™ Transmission Controller & LSX™ Manifold Kits, FAST™ has an EZ powertrain solution for your GM LS performance needs.

Tech Support
Available by Phone,
Instant Chat, Twitter
& Online Forums



Join Us:
f t You Tube CPC NATION

EFI HELP™ 1.877.334.8355 | WWW.FUELAIRSPARK.COM

8806b

Featured Styles:



AV8
18 19 20



Z32
18 20



ULTRA COMET
polished
15



ULTRA NITRO
polished
15



ULTRA TORCH
polished
15



HRE P40S
flat black powder coat
19 20



LORENZO WL27
mach. w/blk. accent
19 20 22



O.Z. ULTRALEGGERA HLT
matte silver
19 20



ARHR BLVD
mach. w/blk. accent
17 18 20 22



ARHR NOVA
mach. w/blk. accent
16 17 18 20 22



ARHR T71R
polished
15 17



ARHR TORQ-THRUST M
anth. w/mach. lip
17 18 20



ARHR TORQ-THRUST 2.1
polished
15 16 17



SPORT MUSCLE CM5
bright PVD
20



SPORT MUSCLE NITRO 5
chrome
17 18 20 22

BFGoodrich	Firestone	GENERAL TIRE	MICHELIN	SUMITOMO	HANKOOK	BRIDGESTONE	KUMHO TIRES	PIRELLI	YOKOHAMA
g-Force Sport COMP-2 215/55 ZR-16 \$121 225/55 ZR-16 125 245/50 ZR-16 147 205/50 ZR-17 128 215/50 ZR-17 145 225/45 ZR-17 134 225/50 ZR-17 136 235/45 ZR-17 137 245/45 ZR-17 144 255/40 ZR-17 139 255/45 ZR-17 153 275/40 ZR-17 175 215/45 ZR-18 163 225/40 ZR-18 162 225/45 ZR-18 171 235/45 ZR-18 178 245/40 ZR-18 197 255/40 ZR-18 193 265/35 ZR-18 202 275/35 ZR-18 206 225/40 ZR-19 190 245/40 ZR-19 207 255/35 ZR-19 215 245/45 ZR-20 192	Firehawk Wide Oval AS 215/55 R-16 \$97 215/55 R-16 108 215/60 R-16 99 225/55 R-16 112 225/60 R-16 94 245/50 R-16 121 205/50 ZR-17 128 215/50 ZR-17 145 225/45 ZR-17 134 225/50 ZR-17 136 235/45 ZR-17 137 245/45 ZR-17 144 255/40 ZR-17 139 255/45 ZR-17 153 275/40 ZR-17 175 215/45 ZR-18 163 225/40 ZR-18 162 225/45 ZR-18 171 235/45 ZR-18 178 245/40 ZR-18 197 255/40 ZR-18 193 265/35 ZR-18 202 275/35 ZR-18 206 225/40 ZR-19 190 245/40 ZR-19 207 255/35 ZR-19 215 245/45 ZR-20 192	G-MAX AS-03 215/55 ZR-16 111 225/55 ZR-16 111 205/50 ZR-17 119 215/50 ZR-17 123 225/45 ZR-17 115 225/50 ZR-17 126 235/45 ZR-17 123 235/50 ZR-17 126 245/45 ZR-17 125 255/40 ZR-17 134 215/45 ZR-18 140 225/40 ZR-18 130 225/45 ZR-18 150 235/45 ZR-18 162 245/40 ZR-18 164 245/40 ZR-18 155 255/40 ZR-18 163 265/35 ZR-18 199 275/35 ZR-18 208 225/40 ZR-19 199 245/40 ZR-19 198 255/35 ZR-19 226 245/45 ZR-20 191 275/30 ZR-20 187	Pilot Super Sport 225/45 ZR-17 \$177 235/45 ZR-17 198 245/45 ZR-17 223 225/40 ZR-18 225 225/45 ZR-18 243 245/40 ZR-18 258 255/40 ZR-18 260 265/35 ZR-18 269 275/35 ZR-18 288 285/35 ZR-18 337 225/40 ZR-19 273 245/40 ZR-19 303 255/35 ZR-19 291 245/45 ZR-20 462 275/30 ZR-20 312 225/45 ZR-17 80 225/50 ZR-17 89 235/45 ZR-17 90 235/50 ZR-17 118 245/45 ZR-17 95 255/40 ZR-17 117 275/40 ZR-17 135 225/40 ZR-18 131 225/45 ZR-18 139 245/40 ZR-18 143 265/35 ZR-18 173 275/35 ZR-18 178 285/35 ZR-18 204 225/40 ZR-19 179 245/40 ZR-19 176 255/35 ZR-19 187 225/35 ZR-20 141 245/30 ZR-20 173 255/30 ZR-20 188 275/30 ZR-20 193	HTR A/S P01 205/60 R-16 \$80 215/55 R-16 96 215/55 R-16 93 215/60 R-16 84 215/60 R-16 94 235/50 ZR-17 109 235/50 ZR-17 125 245/45 ZR-17 106 255/40 ZR-17 121 275/40 ZR-17 135 225/40 ZR-18 131 225/45 ZR-18 139 245/40 ZR-18 143 265/35 ZR-18 155 275/35 ZR-18 173 285/35 ZR-18 204 225/40 ZR-19 179 245/40 ZR-19 176 255/35 ZR-19 187 225/35 ZR-20 141 245/30 ZR-20 173 255/30 ZR-20 188 275/30 ZR-20 193	Ventus V12 evo K110 205/50 ZR-17 \$104 215/50 ZR-17 112 225/45 ZR-17 117 225/50 ZR-17 122 235/45 ZR-17 109 235/50 ZR-17 125 245/45 ZR-17 106 255/40 ZR-17 121 275/40 ZR-17 135 225/40 ZR-18 131 225/45 ZR-18 139 245/40 ZR-18 143 265/35 ZR-18 155 275/35 ZR-18 173 285/35 ZR-18 204 225/40 ZR-19 179 245/40 ZR-19 176 255/35 ZR-19 187 225/35 ZR-20 141 245/30 ZR-20 173 255/30 ZR-20 188 275/30 ZR-20 193	Potenza S-04 Pole Position 205/50 ZR-17 \$169 225/45 ZR-17 167 235/45 ZR-17 176 235/50 ZR-17 176 245/45 ZR-17 185 255/40 ZR-17 209 215/45 ZR-18 184 225/40 ZR-18 206 225/45 ZR-18 214 245/40 ZR-18 231 225/45 ZR-18 116 225/50 ZR-18 148 235/45 ZR-18 173 245/40 ZR-18 165 255/40 ZR-18 171 265/35 ZR-18 218 275/35 ZR-18 226 285/35 ZR-18 246 245/40 ZR-19 195 255/35 ZR-19 200 265/35 ZR-19 201 225/40 ZR-19 193 245/40 ZR-19 214 255/35 ZR-19 237 225/35 ZR-20 171 245/30 ZR-20 191 245/45 ZR-20 186 255/30 ZR-20 217 275/30 ZR-20 261	Ecsta 4X 215/55 R-16 \$92 225/55 R-16 99 205/50 ZR-17 114 215/50 ZR-17 113 225/45 ZR-17 100 225/50 ZR-17 119 235/45 ZR-17 119 245/45 ZR-17 133 255/40 ZR-17 117 215/45 ZR-18 151 225/40 ZR-18 131 225/45 ZR-18 145 225/50 ZR-18 132 245/40 ZR-18 158 245/45 ZR-18 163 255/40 ZR-18 188 255/40 ZR-18 176 265/35 ZR-18 191 275/35 ZR-18 219 285/35 ZR-18 246 245/40 ZR-19 207 255/35 ZR-19 219 265/35 ZR-19 219 225/40 ZR-19 195 245/40 ZR-19 214 255/35 ZR-19 237 225/35 ZR-20 171 245/30 ZR-20 191 245/45 ZR-20 186 255/30 ZR-20 217 275/30 ZR-20 261	P Zero Nero All Season 215/50 ZR-17 \$159 225/45 ZR-17 132 225/50 ZR-17 130 225/55 ZR-17 135 235/45 ZR-17 149 245/45 ZR-17 159 255/40 ZR-17 151 225/40 ZR-18 131 225/45 ZR-18 145 225/50 ZR-18 132 245/40 ZR-18 158 245/45 ZR-18 163 255/40 ZR-18 188 255/40 ZR-18 176 265/35 ZR-18 191 275/35 ZR-18 219 285/35 ZR-18 246 245/40 ZR-19 207 255/35 ZR-19 219 265/35 ZR-19 219 225/40 ZR-19 195 245/40 ZR-19 214 255/35 ZR-19 237 225/35 ZR-20 171 245/30 ZR-20 191 245/45 ZR-20 186 255/30 ZR-20 217 275/30 ZR-20 261	S.drive 215/55 R-16 \$105 225/55 R-16 112 205/50 ZR-17 113 215/50 ZR-17 129 225/45 ZR-17 123 225/50 ZR-17 128 235/45 ZR-17 129 235/50 ZR-17 135 245/45 ZR-17 131 245/45 ZR-17 132 275/40 ZR-17 147 225/40 ZR-18 142 225/45 ZR-18 163 245/40 ZR-18 172 265/35 ZR-18 193 275/35 ZR-18 208 245/40 ZR-19 208 255/30 ZR-20 182 275/30 ZR-20 204

SPECIALS

BRAKES



HAWK



POWER SLOT



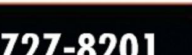
Centric



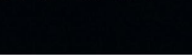
brembo



dba



GOODRIDGE



STOP TECH

SUSPENSION



Eibach



HUTCHINSON



KONI



H&R



KYB



Ask about our Tire Road Hazard Service Program

TIRE RACK
.com

Nationwide 1 and 2 day
ground service from our
6 distribution centers.



BFGoodrich
Tires

INTRODUCING

g-Force™ Sport COMP-2™ 47 sizes available in 15" to 20"

**Accelerate Faster. Corner Harder.
Brake Shorter.***

Developed for sports car, sporty coupe, performance sedan and modern muscle car enthusiasts looking for the next level of control and fun, the g-Force Sport COMP-2 Ultra High Performance Summer tire is designed to stand out during adrenaline-filled driving activities in both dry and wet conditions.*

Like all summer tires, the g-Force Sport COMP-2 is not intended to be driven in near freezing temperatures, through snow or on ice.

COMP-2 Compound

Silica-infused COMP-2 compound derived from racing technology delivers sharp steering response along with wet and dry grip without sacrificing treadwear.

Enhanced ETEC System™ (Equal Tension Containment)

Spirally wound nylon above the twin steel belts stabilize the tread area to optimize the contact patch for traction at speed and in hard cornering.

g-Control™ Sidewall Inserts

Feature up to a 40% higher sidewall stiffening structure to improve lateral stability and cornering precision.†



*Based on subjective dry/wet autocross and max handling test results vs. BFGoodrich® g-Force™ Sport tire.

†Exceeding the safe or legal speed limit is neither recommended or endorsed.

Shop by vehicle at www.tirerack.com/bfgoodrich

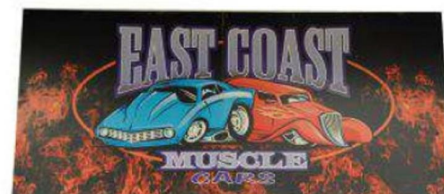
F-BODY GARAGE

By Steven Rupp steven.rupp@sorc.com



Camaroville

• **We love a good Camaro** build—two are even better, but four pretty much floors us. *Camaro Performers* Associate Editor, Chuck Vranas nabbed this shot over at East Coast Muscle Cars in Craley, Pennsylvania. All four Camaro projects have a couple of things in common: First, they're all '69s, and second, they will all be done up Pro Touring style. Shop owner, Lonny Gordon, gave us the 411 on the projects. The first car (from left to right) will be running a full complement of Detroit Speed Inc. suspension parts and have a 650hp, 540 big-block and Wilwood brakes. The next ride will also



get a host of Detroit Speed and Wilwood parts, but the engine choice is still up in the air. At least they already decided to add all the creature comforts like A/C and a full custom leather interior. The third mini-tubbed beast will incorporate an Art Morrison full frame under a custom-channelled body. They are also setting the all-aluminum fuel-injected ZL1 engine back farther for better weight distribution. The fourth offering will ride on a one-off round-tube chrome-moly chassis and have an independent rear suspension. Number four will be powered by a 427ci LS engine with a Kinsler fuel-injection system and a six-speed transmission.

All we know is that we would be hard-pressed to choose which one we like best. To see more shots of these killer projects be sure to visit ecmusclecars.com.



POWER STEERING PUMPS & RESERVOIRS

NEW!

Pumps - starting at **\$145/ea**
Reservoirs - starting at **\$49/ea**

CUSTOM BILLET ALUMINUM TIE ROD SLEEVES

- Custom look
- Made from 6061 T6 aluminum
- Sold in pairs
- Three different finishes to choose from: clear anodized, black and polished.



Starting at **\$59/pr**



POWER BRAKE BOOSTERS

- Comes with master cylinder and prop valves
- Available in many different applications
- Fits small block and big block.

ALL POPULAR APPLICATIONS

Plain Booster Combos - Starting at **\$199/kit**
Chrome Booster Combos - Starting at **\$399/kit**
Master Cylinders & Prop Valve - Starting at **\$139/kit**

CPP'S AWARD-WINNING MCPV-1 MASTER CYLINDER

- A master cylinder, proportioning valve, metering valve and stop light all in one
- Unique shape allows it to be located just about anywhere.

Starting at **\$199/each**



PITMAN ARMS

- Made to factory specs
- Power steering or manual steering.

Starting at **\$49/kit**

PRO-TOURING KITS - STAGE 4 KIT



- Most complete performance brake suspension and handling kit • CPP tubular arms • Big brakes
- Adjustable coil overs • Performance sway bars • Much more!
- Several kits to choose from.

Stage I starting at **\$1499/kit**
Stage IV starting at **\$3599/kit**



BASIC DISC BRAKE PACKAGE

- Convert to power disc brakes • Retain a stock ride height • Simple bolt-on installation
- No modifications required • Comes unassembled as shown.

Shown with cross-drilled rotor and braided hose upgrades.

Front - starting at **\$575/kit** Rear - starting at **\$499/kit** Complete (f&r) - starting at **\$1069/kit**



4-WHEEL BIG BRAKE KITS

- Recommended when using 17" or larger wheels
- Increased performance

Shown with optional chrome /powder coat finished calipers.

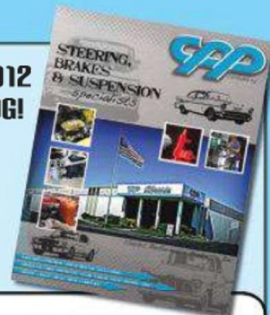
Rear - starting at **\$699/kit** Front - starting at **\$799/kit** Complete Kit - starting at **\$1498/kit**

SWAY BAR KITS

- Correct body roll
- Reduces vehicle over and/or under steering
- Includes sway bar, bushings and hardware.

Front & Rear Sway Bar - **\$289/kit**
Front Kit - **\$149/kit** Rear Kit - **\$139/kit**

NEW 2012 CATALOG!



Our brand new catalog (over 300 pages) full of all the latest parts and accessories from Classic Performance Products. \$5 or free with a \$150 purchase.



POLYPLUS FRONT END KIT

- Last longer than traditional rubber
- Self lubricating means no squeak
- Available in basic and complete kits

Basic Kit - Starting at **\$169/kit**
Complete Kit - Starting at **\$269/kit**



PROPORTIONING & RESIDUAL CHECK VALVES

**AVAILABLE IN
CHROME**

- Full line of prop valves
- Both fixed and adjustable as well as residual check valves for all popular applications.

Prop Valves - starting at **\$49/ea**
Adjustable Prop Blocks - starting at **\$69/ea**
Residual Check Valves - starting at **\$17/ea**



500 SERIES STEERING BOX

- Manufactured with a one piece housing
- No welding
- All new parts
- Factory-tested

Starting at **\$379/ea**

Totally TUBULAR

**MADE IN
USA**

TUBULAR CONTROL ARMS

- Full wheel travel and minimal friction
- Available in black or silver.

Upper Control Arms - Starting at **\$337/pr**
Lower Control Arms - Starting at **\$445/pr**
Complete Upper & Lower set - Starting at **\$733/kit**

Classic Performance Products, Inc.

Toll Free: (800) 823-1299 Tech Line: (714) 522-2000

www.classicperform.com Fax: (714) 522-2500

All CPP parts have a lifetime guarantee. Prices subject to change without notice. Please note that kits and prices may vary between certain applications.



Visit Us On
Facebook
facebook.com/ClassicPerform

RESTO SHOP

By Tony Huntimer

camaroperformers@racehome.com



Lived Life a Quarter-Mile at a Time

•If you can remember back to last year we asked for your opinion on whether to restore a '69 Yenko back to the way it drove off the lot in full 427 Yenko trim or to its drag racing heritage. We had plenty of responses and they were split down the middle.

This time we're asking your opinion on a '69 Hugger Orange X44 COPO Camaro owned by Brent Johnson. He founded the 1968nova396registry forum to be a resource for 396 Novas and to spotlight great shops like Musclicar Restoration and Design and Super Car Workshop. On his Nova journey he found this COPO.



▲1. This old photo shows the Dynamotion name and advertising in shoe polish. The shoe polish SS/D on the car and the body colored steel COPO wheels means the car was racing when it still had the "new-car smell."



▲2. Here it is with some M&H Racemaster slicks on some black steel wheels and what appears to be a temporary license plate. They must have been blasting off the line with those 4.56 gears and slicks.



▲3. The period-correct Cragar wheels and paint look awesome. The Dynamotion was now a bit more permanent in gold leaf. Can't quite make out the decals in the quarter-window, but one is a Champion Spark Plugs decal.



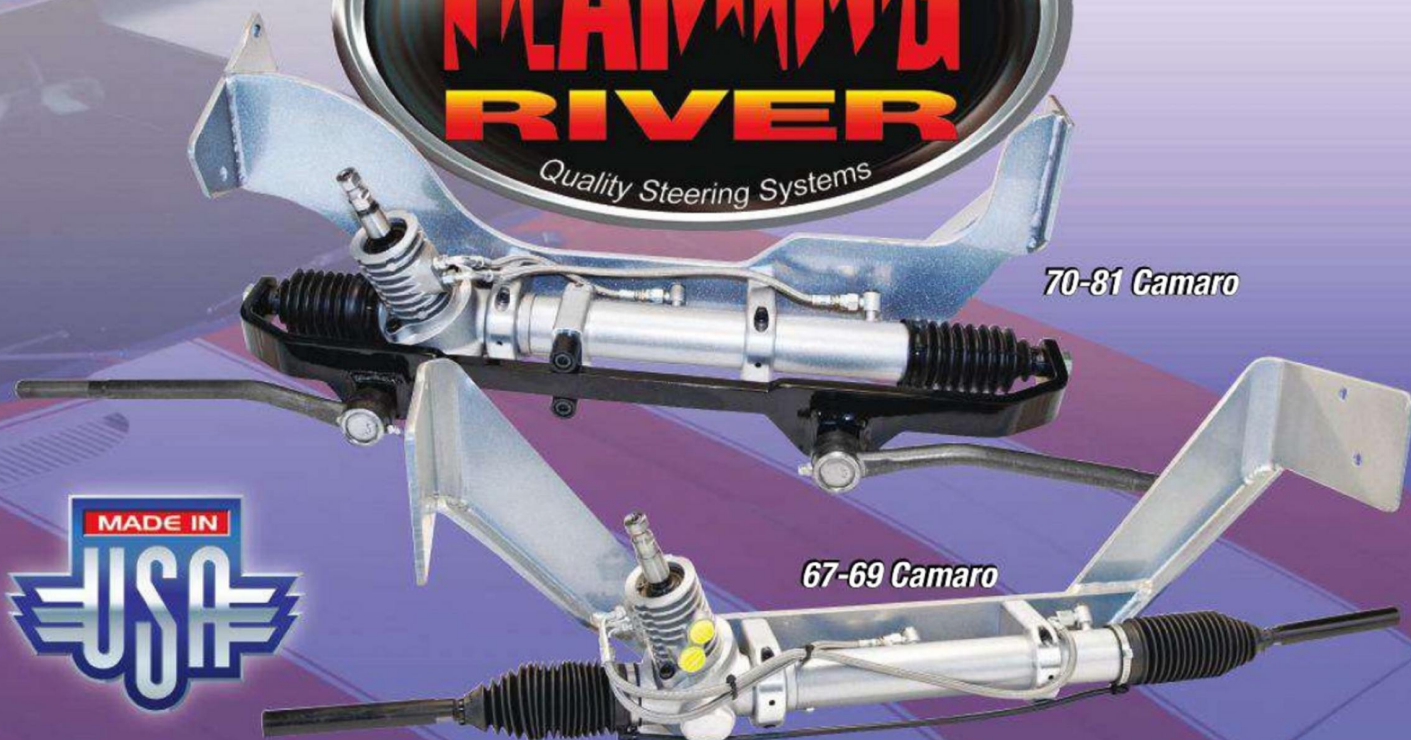
▲4. Here's what it looks like today. It's tubbed and caged and wearing full early '90s neon paint graphics. It has been a race car for most of its life. It even wore a Grump Lump scoop in earlier days.

Eastwood Spot Welding Kit

BROUGHT TO YOU BY
Eastwood

Save time and money with this Spot Welding Kit from Eastwood. It allows you to create factory looking spot welds using your Eastwood MIG welder or any other brand that utilizes a Tweco-style MIG torch. Spot welding is accomplished by clamping two panels together and fusing them with a number of welds sequentially placed. This process was primarily done with large, expensive resistance welders, but can now be easily accomplished in your home shop.





Power Rack & Pinion Cradle Systems

- Designed for Big Block and Small Block Chevy applications with stock-style oil pans
- All NEW Power Rack and Pinion with Lifetime Serviceability
- Billet-Joint® and Column Adapter included
- Stronger Rack Gear - 1 inch diameter
- More than 6 inches of travel and Full Turning Radius
- Bolts into Existing Chassis with no Suspension Modification
- Fluid and Pressure Tested and Certified

Tilt Key Column

Steering Column Features:

- Licensed GM Key
- Available in Floor Shift or Column Shift models
- Every steering column is built using all new components for modern steering technology
- GM 4-1/4" Plug
- All New Components
- 304 Stainless Steel
- Billet Dress up Kit Included



Flaming River Industries, Inc.
800 Poertner Dr. Berea, Ohio 44017 • 1-866-798-8058
www.flamingriver.com/camaro

TONY'S GARAGE

OPEN
24/7

YOU HAVE QUESTIONS... HE HAS ANSWERS

By Tony Huntimer
camaroperformers@racehome.com

Q. Tony,

I'm a loyal subscriber and I'm planning out the restoration of my '72 Camaro. I want to keep the car stock looking but with upgraded suspension and brakes. The issue I'm having is tires. I want to use my stock 15-inch Z28 rally rims, but I want tires that are performance oriented. Does anyone make a street tire that would be at home on the freeway and fun day on the autocross course?

I think a width in the 225-235 would do the job. I realize any hard-core autocross would require 17-inch and larger rims/tires. Any thoughts or info would be great.

Thanks,

Jon Boden

Valencia, California

A. Hey Jon,

You're building your '72 at the right time. Second-gen Camaros are quickly becoming very popular. I predict that by 2013, when we're still here because the world didn't end in 2012, the popularity of second-gens will start gaining some serious speed. You may have noticed a lot more second-gens on the road in the last couple of years. Camaro Performers magazine's very own Mary Pozzi is helping lead that charge. If you saw her at the 2011 SEMA Show and the OUSCI, you'll know that her Camaro is even more badass than it was before, and people have been taking notice.

At the last SEMA show, I saw some new performance parts coming from some great manufacturers. One nice addition is the three-link rear suspension available from Hotchkis. It's been performing well for Mary and a few other Camaros out on the track and on



■ The new Hotchkis three-link rear suspension system.

photo courtesy Hotchkis

the street. Keep that in mind if you're considering some suspension modifications that are a little more serious than some performance leaf springs for your '72.

As you mentioned, you're going to be limited in performance tires by restricting yourself to a 15-inch wheel. BFGoodrich offers the tried and true muscle car Radial T/A. They are good all-around performance street tires in just about any size you'll need for your '72 Camaro, but might not perform awesome on the autocross. Compared to a first-gen, a second-gen is a larger car and would be better off with a little more width than a 225, but Falken's all-season ZIEX ZE512 (available in 225/60R15) is great on the street and track. If you're looking for something less friendly in wet weather but great on the course take a look at the Toyo Proxes R888 tires, available in 235/50R15.



■ Our very own Mary Pozzi showing how it's done at the 2011 OUSCI.

Q. Tony,

I need some advice. I can't get a straight answer from my dealer or from Chevrolet. As you know, the '12 Camaro 2SS comes with 20x9 wheels on the rear, and 20x8 wheels on the front. I understand the reason for this setup. However, I do a lot of traveling and I'd like to put the same size wheels all the way around so I can put non-unidirectional tires on and be able to rotate the wheels for better tire mileage. American Racing Wheels makes a Torq-Thrust

M in a 20x8.5 and they tell me that this setup should work OK. I don't want to say that I don't trust them, but I would like to hear an answer from a disinterested third party. Would the 20x8.5 wheels work without any interference or other problems?

Regards,

Ken Hoff

Pueblo, Colorado

SCARALLO

Motorsport Wheels

(2) 20x10 Drift-R -Front
(2) 20x11 Drift-R -Rear
(4) TPMS Sensor
(20) Chrome Lugs
(4) Mounting & Balancing
(2) 285-35-20 Toyo Proxes R888
(2) 315-30-20 Toyo Proxes R888

\$3699.00 - Including Shipping

(2) 20x10 Drift-R -Front
(2) 20x11 Drift-R -Rear
(4) TPMS Sensor
(20) Chrome Lugs
(4) Mounting & Balancing
(2) 275-40-20 Toyo Proxes ST2
(2) 315-35-20 Toyo Proxes ST2

\$2999.00 - Including Shipping

(2) 20x10 Drift-R -Front
(2) 20x11 Drift-R -Rear
(4) TPMS Sensor
(20) Chrome Lugs
(4) Mounting & Balancing
(2) 275-40-20 Toyo Proxes ST2
(2) 315-35-20 Toyo Proxes ST2
(1) Eibach Spring Pro-Kit

\$3199.00 - Including Shipping

1-800-WHEEL-99



www.ScaralloMotorsportWheels.com

Quality and Engineering

Exceeding OEM Lubricant Standards

- Motor oils with more than 1200 ppm of zinc
- Racing oils with more than 2200 ppm of zinc
- Gear oils with options, different viscosities and slipperiness to nail your applications
- The right ATF for your auto or manual box
- WaterWetter® for both cooling and protection
- Fuel additives with serious detergent, not solvent



REDLINEOIL.COM
800.624.7958

BUY FROM THESE PERFORMANCE DEALERS AND DISTRIBUTORS

Motovicity
DISTRIBUTION

Keystone
Automotive Operations, Inc.

JEG'S

Summit
RACING EQUIPMENT

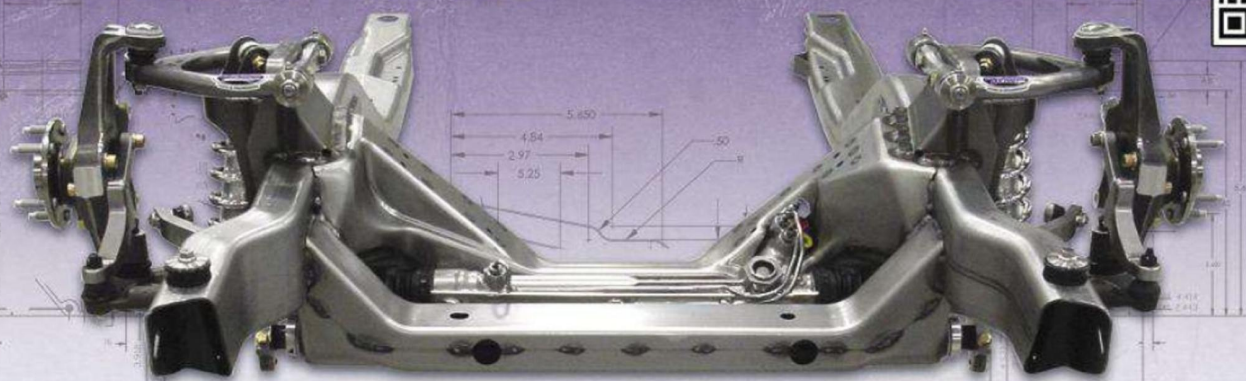
O'Reilly
AUTOMOTIVE

WORLD PAC

Motor-State
DISTRIBUTING

HYDROFORMED FRAMERAILS, NOT JUST FOR OEM'S ANYMORE.

USE YOUR QR CODE APP
TO READ MORE ON OUR
HYDROFORMED SUBFRAMES



- The hydroformed frame features great strength, stiffness, and precise quality by replacing the stamping process
- DSE exclusive suspension geometry for superior ride and handling
- Designed with DSE's own power rack and pinion steering

- Designed to accept SBC, BBC, or LS engines
- Subframe accommodates up to a 10" wide wheel
- Utilizes a Splined Anti-Roll bar

APPLICATIONS: 1967-1981 Camaro/Firebird, 1968-1974 Nova

If you want performance, contact us at:

📞 **704.662.3272**
🌐 **www.detroitsspeed.com**



OUR PASSION IS PERFORMANCE.

A. Ken,

I know for sure that you can fit a 20x9 wheel in the front of a lowered '12 Camaro without rubbing as long as you have the proper offset. So, if American Racing Wheels says they have a 20x8.5 wheel with the proper offset, you'll be fine.



■ You can fit 8.5-inch wheels on the front of a '12 Camaro without fender flares.

Q. Tony,

Thanks for the assistance with my letter about my fourth-gen's running problems. I haven't seen any other magazines I subscribe to, including *Camaro Performers*, run any information on oil prelube systems. The installation of a prelube kit can go a long way to lengthen the life of engines that don't get run on a regular basis. Drag cars, trailer queens, weekend cars, stored cars, etc., can benefit greatly from one of these systems. Also, some use the tank to provide oil in hard cornering events to provide lubrication if the engine oil pump starves for short periods on hard turns at the track. The system injects enough oil into the system to bring the engine up to idle-level oil pressure before cranking the engine. It prelubes the bearings and fills the oil lines before firing up the engine. When the engine is running, the solenoid valve is open and oil is forced into the storage tank compressing the air inside. As the backpressure equals the engine oil pressure, it stops entering the tank, and when the engine is turned off, the solenoid valve closes, storing the pressurized oil ready for the next startup.

A kit can be purchased from places like Auto Engine Prelube or somebody could do it themselves from a small pressure tank, solenoid valve, hoses, wire, and fittings.

Also, do you know which of the aftermarket cat-back exhaust systems are the freest breathing? I have been told that Flowmaster is not as free flowing as MagnaFlow. Not wanting to spend the wad that Borla costs, but I want the best bang for the buck.

Ben

Via Email

A. Ben,

That's all great information, and you brought up something that is commonly overlooked by car owners. When it comes to daily drivers that get driven almost every day of the year, you won't have a big need for a prelube system. For a normal car engine with good oil, it takes more than a day or two for oil to leave the bearings dangerously dry. With that stated, a prelube system like the one you mention is still going to help on a daily driver and a car that sits for long periods of time.

Moroso sells 3- and 1.5-quart accumulators that do the same thing as your prelube system. My friend Mark Deshetler has one of these Moroso systems hooked up on his race car and uses it to keep his bearings lubed if hard cornering leaves the oil pan pickup dry for a short amount of time on the road course. He also uses it to prelube his engine after it's been sitting dormant between track days.

I've had many people say that they've heard Flowmaster mufflers do not flow as well as other mufflers, and that's not the case. I've found the source of two reasons these incorrect rumors have been spreading around the Internet. They come from some old articles that were published years ago. One article tested an SUV Flowmaster muffler against street mufflers by different manufacturers, so the article didn't compare apples to apples, so to speak. The other article tested a bunch of mufflers on a flow bench, which doesn't make a great test for any muffler. A flow bench pulls cold air through carburetors, intake manifolds, and heads with a vacuum. When was the last time your engine produced a bunch of cold air that vacuumed out your tailpipes? A flow bench cannot reproduce extremely hot, pressurized air that hits the muffler with the pulse of air from every exhaust valve opening and closing. Flowmaster mufflers are designed to work with the exhaust pulses to actually create velocity within the exhaust system and scavenge exhaust to move hot gases through the tailpipes faster.

When it comes to making choices for purchasing mufflers for a vehicle, manufacturers say the majority of customers make purchasing decisions based on sound. Brand loyalty and price are secondary considerations. The sound of an exhaust system is obviously important to hot rodders. I've personally had Flowmaster mufflers on every Camaro I've ever owned and love their sound, performance, and price.



SAFER. SMARTER. FASTER.

The Leader In Camaro Nitrous

ZEX™ Nitrous Systems provide an instant shot of performance (up to 250 HP), yet they also include a host of safety features to ensure your engine is protected. Each ZEX™ kit is custom designed for your Camaro platform and offers distinct features, including our patented Active Fuel Control™ which adjusts fuel delivery with changes in nitrous bottle pressure and our throttle-by-wire TPS switch that activates nitrous at wide-open throttle.



'10-'11 CAMARO V8

(75 to 175 HP) #82380 (Classic Purple)
#82380B (Blackout)

'10-'11 CAMARO V6

(55 to 100 HP) #82367 (Classic Purple)
#82367B (Blackout)

'96-'02 CAMARO V6

(55 to 75 HP) #82021 (Classic Purple)
#82021P (Polished Bottle)

'93-'02 CAMARO SS/Z28

(75 to 175 HP) #82235 (Classic Purple)
#82235B (Blackout)



Full System &
Plate Only Kits
Available

LS PERIMETER PLATE NITROUS SYTEM

Patented ZEX™ plate technology offers an easy-to-install power boost (100 to 250 HP) for GM LS powered vehicles utilizing 4-bolt cable & throttle-by-wire throttle bodies.

Join Us:



WWW.ZEX.COM
NITROUS HELP™ 1.888.817.1008

Straight-Line Spotlight

By Bruce Biegler
Photographs by the author ★

PRESENTED BY



Next Sportsman Wave ➔

• **California's Gary Forkner** may have the first one, but his all-new '12 Camaro will most certainly not be the last within Sportsman drag racing going forward. Forkner, who is from Temecula, took delivery of the very first Jerry Bickel-built version for Top Sportsman class racing in February and immediately hit the trail racing at the NHRA national event held in Phoenix. Powered by a 634ci engine by Steve Schmidt, expectations are that the stunning machine will run regularly in the 6.90 e.t. at 200 mph+ zone during NHRA Lucas Oil Divisional events this season. When not out somewhere racing, the 15-year drag racing veteran works as part of NASCAR's Fire Safety crew.

Heartland Hitter ➔

• **Doug Baumgardner** is the new designated driver for a spectacular '69 Chevy Camaro SS/DA, which is owned by Mike Chaney and Phil Unruh. Based out of McPherson, Kansas, the car features a very high-end 427ci motor program by reputed Gary Stinnett, who is also from Kansas. This Camaro, which runs regularly in the 9.2 e.t. bracket, is already highly regarded as a serious player within NHRA's geographical Division 5, and in fact placed Second in championship points in that region in 2009. The car is part of a truly impressive three-car team that also includes a Chevy Cobalt Super Stocker and a Chevy-powered Top Dragster, also owned by Chaney and Unruh. Oklahoma-based fabricators Special Metals provides the team funding.



DIY. POWER

PRO-QUALITY WELDERS AT DIY PRICES.

WELDERS &
PLASMA CUTTERS FROM

\$299⁹⁹

SAVE UP TO \$50!

Free Spool Gun
\$200 Value
(MIG 175 only)



DO THE JOB **RIGHT.**

BUY TODAY!

EASTWOOD.COM/CP612

CALL US: 800.343.9353

USE SOURCE CODE: CP612

\$299⁹⁹
SAVE \$30



MIG 135
WELDER
#12011

\$499⁹⁹
SAVE \$40



MIG 175 WELDER
w/FREE SPOOL GUN
#12012

\$599⁹⁹
SAVE \$40



VERSA CUT
PLASMA CUTTER
#12740

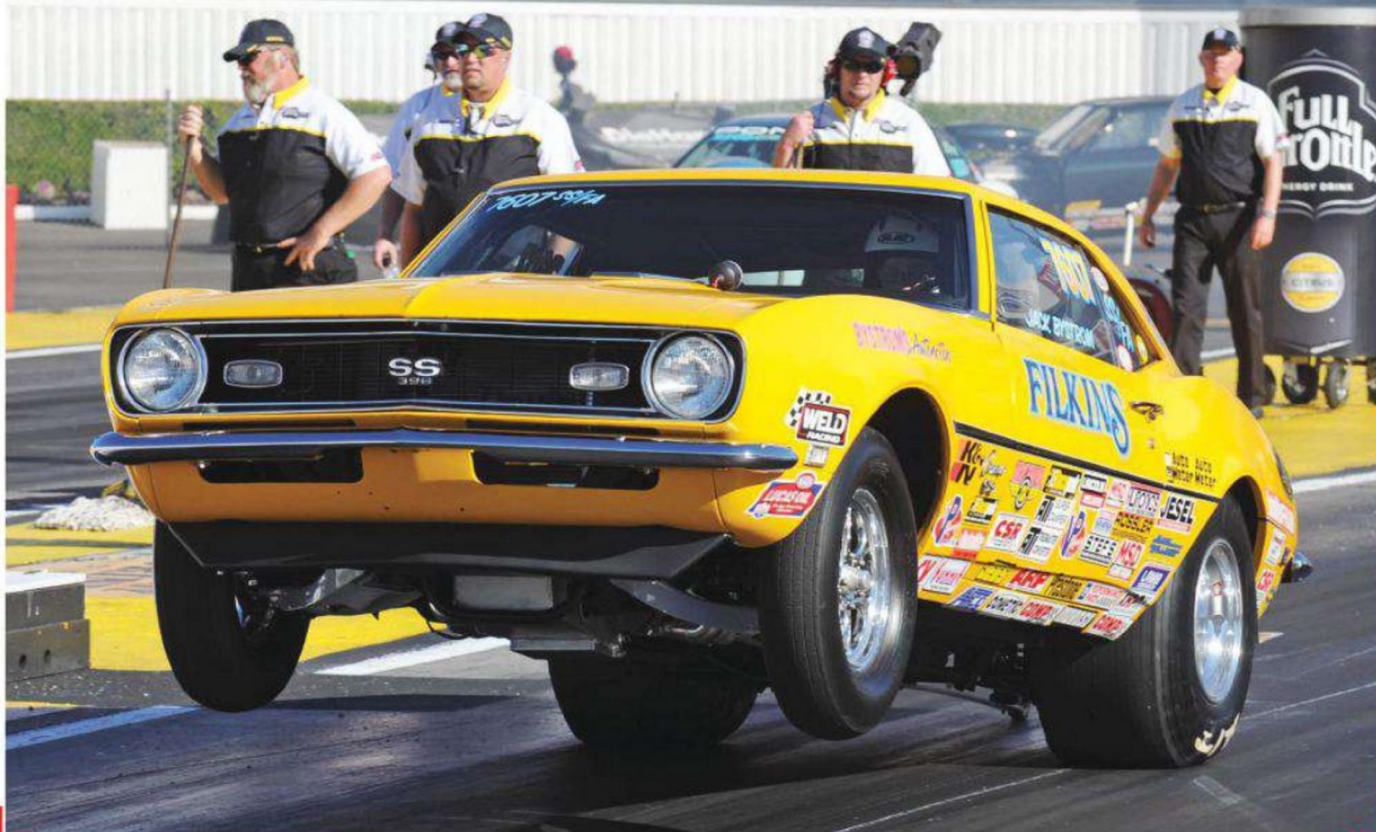
\$849⁹⁹
SAVE \$50



TIG 200
WELDER
#12746

Since 1978, Eastwood has been developing tools, paints and rust products to help the DIY guy get the job done right. The pride our customers have in their restoration project is the same we put into helping them achieve their goal. It's the kind of trust they put in a local, American company and our welders and plasma cutters are no different.

*Offer expires 6/30/2012.



Racing Memory Preservation ↗

• **Jack Bystrom and his wife, Lindia**, are carrying forward some important traditions while racing their '68 Camaro, which is based out of Rancho Cucamonga, California. Their SS/FA-classed machine is the original car that was formerly raced by Lindia's first husband, Ron Filkins, who tragically passed away at Sears Point Raceway in 1993. They now campaign the race car, which won at Pomona with Ron as driver in 1990, in Ron's memory. Meticulously maintained, the car features a 396ci engine that includes parts provided by Alan Patterson, machining and dyno work by Colorado's Madcap Racing, and assembly by Jim Weakland. The Camaro has run as quick as 9.60 seconds (10.45 index) to date.



Into Uncharted Territory ↗

• **Towards the tail** end of the 2011 drag racing season, Canadian car owner Mike Carrabs (Brampton, Ontario) unveiled a truly revolutionary turbocharged Outlaw Super Street car. The Yenko-themed '69 Camaro, which features an LJ chassis and a one-off body by Joe Van Overbeek, caused a buzz within the North American fast legal street car racing scene with its outside-the-box thinking. Driven by Jerry Mitrovic, the highly anticipated machine did suffer an early setback when it collected the guardrail during one of its maiden voyages, requiring some rebuilding during the past off-season. Now fully repaired, the car, which features a 536ci Chevy with twin 88mm turbochargers, has incredible performance potential—including a team target to reach 260 mph on 10.5 tires! For drag racing fans, that will most certainly be a story to monitor.

DRIVING PERFORMANCE

IT HAS TO BE **HEIDTS**

Designed for high-performance, high-horsepower applications, **HEIDTS** offers complete, bolt-in Pro-G™ front and rear suspension systems for '67-'69 and '70-'81 Camaros and Firebirds.

HEIDTS Pro-G™ Front Suspension:

- Compatible with GM big block, small block and LS engines
- Sturdy, Twin Crossmember Design
- SLA Coil-over Design
- Complete with 11-inch Wilwood front brakes



The award-winning HEIDTS Pro-G™ IRS is a complete bolt-in assembly.

- Optimized for handling performance
- Can handle high torque/horsepower applications
- Complete with Wilwood disc brakes



FOLLOW HEIDTS



WWW.HEIDTS.COM

Call or click today for your FREE
HEIDTS catalog! 800/841-8188

HEIDTS

WWW.HEIDTS.COM

111 KERRY LANE, WAUCONDA, IL 60084

©2011 HEIDTS. SC1211 ALL PHOTOS COLORIZED FOR ADVERTISING PURPOSES ONLY.

THE BEAST IS BACK

Chevy's new race-ready ZL1 Camaro
once again prowls the streets

By **Steven Rupp** | Photos © **General Motors**



intro

»The year was 1969 and the muscle car and pony wars were going full tilt. To squash the competition, GM built 69 all-aluminum 427ci, big-block-powered Camaros dubbed the ZL1. These beasts were built for dragstrip brawlin' and were pretty spendy in 1969 dollars. For the next 30 years they held the title as the most powerful Camaro ever fielded by The General. Then the '10 SS Camaro was introduced, and at 426 hp, it became the new holder of "the-most-powerful-Camaro" title. But it wasn't by much, and it didn't seem to have the over-the-top pseudo race car vibe the '69 ZL1 had. That was when GM tied up the accountants and untethered the right team of engineers to come up with a new Camaro worthy of the ZL1 moniker.

The GM gearheads started out by stealing the supercharged 6.2L LSA V-8 from the Cadillac CTS-V program, and then stuffed in every wiz-bang technological go-fast widget in the GM arsenal. This wouldn't be a Camaro with a blower, some fake scoops, and a sticker package, either. This would be a new animal designed to rule road courses and highways instead of just the dragstrip. When the dust cleared, over 30 percent of the SS was changed during the creation of the ZL1.

In addition to being the most powerful Camaro ever produced, it's also the highest tech. Performance Traction Management and Gen III Magnetic Ride Suspension keeps the Camaro firmly mated to the asphalt under full throttle, while huge Brembo brakes reels it all down from speed. Other trinkets and extra-cost options available on a select number of other makes and models, like brake cooling ducts and a differential cooler are standard fare on the ZL1. In fact, the option list on a

ZL1 is pretty short. Extra fuel pickups were added to the fuel tank for high-g maneuvers; weight balance is 52 percent front, 48 percent rear; and the list of refinements goes on.

The ZL1 is the first Camaro to feature electric power steering, which adjusts steering effort to match the driving conditions. GM also performed a plethora of aerodynamic tweaks to get the car pushed down to the pavement at speed. On its standard Goodyear Supercar F2 tires, it rips from 0 to 60 in 3.9 seconds, has a top speed of 184 mph, and one full g of lateral grip. Together, it all makes for a Camaro like none before it. MSRP is right at \$55,000, and that's a lot of proverbial bang for the buck. After all, a well-optioned SS will set you back \$35,000, and trust us, dumping \$20K into an SS won't bring it close to the performance of a ZL1. It's a track-ready production car, and if that's not worthy of wearing the ZL1 badge, then we're not sure what is. 🍌



■ One big part of the aero upgrades to the Camaro is the ZL1's rear spoiler. This wind-tunnel-designed widget contributes about 150 pounds of downforce and only costs one measly count of drag. Plus, it looks bitchin'.



▲ The interior of the ZL1 is much like the SS, but just a touch better. For 2012, there's a new and much improved steering wheel. The flat-bottomed wheel is designed to give the driver's legs more room for heel/toe operation and has a smaller diameter compared to a standard '12 SS wheel. For comfort on those cold track days, the suede-paneled seats are heated. Other standard technologies include Bluetooth and USB connectivity, a nine-speaker Boston Acoustics audio system, and parking assist with a rearview camera display hidden in the rearview mirror.

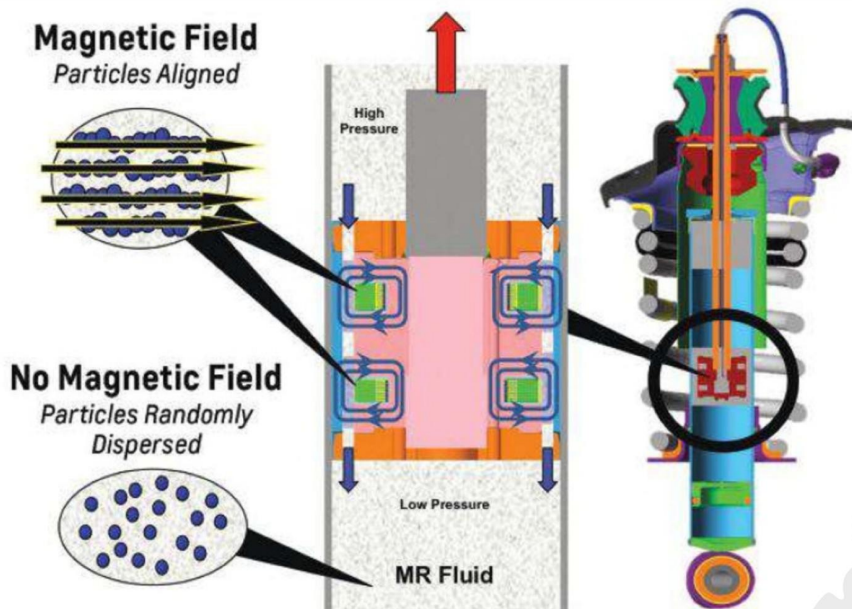


▲ GM really nailed just the right aggressive look with the design of the front fascia, but it's more than just a pretty face. Instead of designing a traditional front air dam, GM incorporated a racing-style splitter to help the Camaro generate downforce. Best of all, it's not so low that driving around town is a PITA. Working with the splitter are tire deflectors. These push airflow around the rotating wheels and tires, reducing both lift and drag. The deflectors make the ZL1 less sensitive to pitch changes compared to a traditional air dam, resulting in more stability at high speeds.



▲ The proven 6.2L supercharged LSA V-8 migrated over from the Cadillac CTS-V and received refinements such as forged connecting rods and high-flow stainless steel exhaust manifolds. The Roots-style blower utilizes an efficient four-lobe rotor set and a space-saving intercooler.

MAGNETIC RIDE SUSPENSION



▲ The ZL1 is the first sports car to feature the third generation of Magnetic Ride. This high-tech suspension system uses valve-less damping and Magneto-Rheological (MR) fluid technology to vary the suspension firmness to match the driving and road conditions. The new two-wire, dual-core damper design provides up to 40 percent greater damping force capability for better body control. In addition, the fall-off rate is faster, which means you'll have a better ride when cruising down the highway. The ECU calculates optimum damping forces 1,000 times per second. This means that at 60 mph the system adjusts the car once every inch!

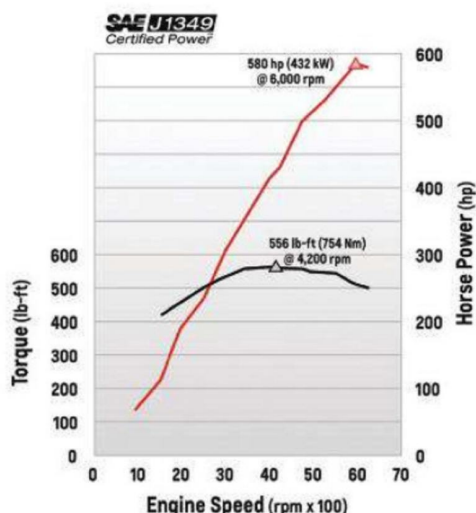


▲ A standard feature on the ZL1 is the Performance Traction Management (PTM) system. This integrates magnetic ride control, traction control, launch control, electronic stability control, and electric power steering response to up the Camaro's performance quotient. First introduced in the ZR1 Corvette, the PTM's launch control feature (in manual trans cars only) automatically modulates engine torque for optimal acceleration. For those brave and skilled enough, there's Mode 5 where all the aids are turned off.



▲ One iconic aspect of the ZL1 is its vented carbon-composite hood. In a standard SS, air trapped in the engine bay creates unwanted lift at the front of the car. The vents allow huge volumes of cool air to move through the bay while keeping the front Goodyear tires slammed to the asphalt.

6.2L SUPERCHARGED LSA V8 ENGINE



▲ The engineers managed to reduce airflow restrictions by 30 percent, and they also optimized the intercooler brick for better airflow. The result is a supercharged engine that puts out 580 hp at 6,000 rpm and 556 lb-ft of torque at 4,200 rpm. Is it too early to order up a smaller blower pulley?



▲ One option that really sets the Camaro apart from the competition (code for Mustang GT500) is the availability of an automatic transmission. The 6L90 automatic was specifically designed for the ZL1 Camaro. It allows for Second-gear starts while cruising around town and 3port Mode for more aggressive driving. With 3port, the transmission stays in the lower gears longer and adjusts for more aggressive shifts. In full-manual mode, the trans will not upshift, even at fuel cutoff. Notice the NACA-style air ducts that aid in transmission cooling. You can also see the transmission pan's sump, which comes in handy during high-g turns.



▲ A boost gauge was added to the gauge pack to help track atmospheric pressure under the blower. The ZL1's six-speed manual trans is a tricked-out version of the Tremec TR6060 found in the SS. It features a stronger output shaft, an additional mainshaft roller bearing, refined synchros, and a GM-designed short-throw shifter. Mating the trans to the blown LS engine is a twin-disc clutch with a dual-mass flywheel.



■ We got to drive the new Camaro at Virginia International Raceway (VIR), and let's just say the car is a blast. Unfortunately, the weather turned nasty and dropped a ton of rain on us so track time was limited, with most of our seat time coming on the surrounding roads. The ZL1 sounded mean when you wanted it to, quiet when it needed to be, and was just generally badass. The magnetic suspension helps make the 4,000-plus-pound car feel much lighter than it is, and the electric power steering had a great feel at both low and high speeds.



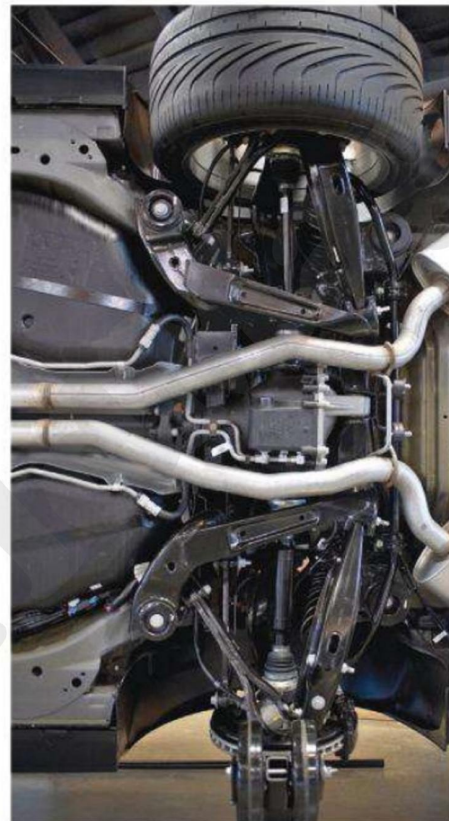
▲ The ultimate test of any performance car is running at the famous Nürburgring in Germany, where the ZL1 recently logged a lap time of 7:41.27. To put things in perspective, the fastest time is 6:48.00 in a pseudo race car: the Radical SR8LM. A ZR1 Corvette falls into 9th place with a 7:19.63. The ZL1 Camaro slots into the 40th spot, a touch slower than a Porsche 911 Carrera S and a bit faster than a 911 GT3. Most notable is that none of those cars comes close to the ZL1's \$55,000 sticker price. In case you're curious, a Camaro SS ran the course in 8:20.00, which landed it in 152nd place. We heard that Ford ran the new GT500, but instead of lap times, all we've gotten is the sound of crickets.



▲ The ZL1 has two belly pans; one beneath the engine cradle and one near the rear of the engine area just forward of the transmission. Both pans extend the entire width of the chassis and minimize airflow turbulence under the car. This helps the ZL1 create 65 pounds of downforce at 150 mph. At the same speed, a standard SS generates 200 pounds of lift.



▲ Brembo brakes are standard fare on the SS, but for the ZL1 they're even more capable. Designed for serious track use, the fronts feature 14.6-inch two-piece rotors mated to massive six-piston calipers. Out back, 14.1-inch rotors are paired up with four-piston calipers. Our eyes hurt after slamming on the brakes a few times.



► The ZL1 is ready to hit the track right from the dealer. This is due to standard factory options like integrated engine and transmission oil cooler, a rear differential cooler, and brake-cooling ducts. The drivetrain was also beefed up with stronger axles, heavier-duty axle bearings, an iron diff case, and stiffer cradle bushings. Specific to the ZL1 is a dual-mode exhaust system, which uses vacuum-actuated valves to quiet the car during driving, yet lets it rock at idle and wide-open-throttle.



Attitude Adjustment

Fixing the Stance and Performance of a Second-gen with QA1's Coilover Kit

by Steven Rupp | photographs by the author

• **A bad stance can kill** the looks of even the coolest car. A jacked-up rake and a gap the size of the Grand Canyon over the front tire just looks bad. Back in the day we would grab a torch and slice a chunk out of the front coils. Sometimes it worked and sometimes, not so much. I remember one time when we cut off too much and had to run spring spacers until we could find another set at the local salvage yard. In truth, even when we cut them just right we were still doing nothing for, and most likely hurting, performance and drivability.

Today's aftermarket offers an endless array of widgets to help you get your Camaro sitting pretty. One way is by going with a coilover suspension. The only problem is cost since it's often a pricey proposition involving new control arms and sometimes a bit of fabrication. When we spied this QA1 Pro Coil system we were intrigued. It offers the benefits of a full-blown coilover system in what they bill as an easy to install package that doesn't require messing with the GM control arms. It sounded like a sweet deal, so we ordered up a kit, borrowed a buddy's Camaro, and decided to see for ourselves.

GET IT

BEST OF SHOW COACH WORKS

760.480.0227

BESTOFSHOWCOACHWORKS.COM

QA1

800.721.7761

QA1.NET

SUMMIT RACING

800.230.3030

SUMMITRACING.COM



◀ **1.** Here's the cure for what ails our Camaro: the Pro Coil kit from QA1. This kit (PN GS501-10350C, \$449.95 at Summit Racing) has been engineered for stock GM front-ends and includes Proma Star aluminum single-adjustable coilover shocks and springs. The springs included in this kit are 350-pound linear-rate units and are powdercoated silver. We also picked up a set of spanner wrenches (PN T114W, \$19.95) and their thrust bearing kit (PN 7888-109, \$29.95). The thrust bearing kit provides less bind on the attachment points of the coilover shocks, making life and adjustments much easier. Upgrading to double-adjustable shocks will add about \$160 to the ticket.



Pro Touring



Lateral-G



Tach



Autocross



Track

- Custom built 2 pc. & 3pc. designs
- Size 17" to 24" & Widths 7" to 15"
- Big brake kits & Staggered fitments



866-634-4626
www.bozeforged.com

You've Got The HP, Now Put It To Use

Unlock The Full Performance Potential Of Your Camaro With A StreetFighter® Torque Converter

Performance enthusiasts often underestimate the critical role torque converters play in putting their expensive horsepower to the pavement. The StreetFighter® Torque Converter was designed by experienced drivetrain engineers to provide a significant increase in performance on the street or at the strip. With a more efficient stall speed, faster acceleration and better mid-range power, your street machine will finally get the rear-wheel power it deserves! The StreetFighter® Torque Converter is perfectly suited for Camaros ranging from classic muscle to late model applications. Stop wasting HP and take full advantage of your unique engine upgrades with a triple tested high performance StreetFighter® Torque Converter from TCI®.



- Boosts both low & mid-range power with approximately 3000 RPM stall, while still maintaining excellent street manners
- Features special furnace-brazed fins; high-quality needle bearings; hardened, pre-ground pump hub; & computer balancing
- Unique HDT (Heat Dissipating Technology™) Coating™ allows for cooler & more efficient drivetrain operations
- Fits popular Camaro engine/transmission/vehicle combinations
- TCI® quality control triple tests each & every finished torque converter to ensure excellent durability & performance

Popular Camaro Applications

Application	Part #
2006-'12 6L80E	242970
1998-'02 4L60E F-Body LS1/LS2	242931
1984-'97 700R4/4L60E, 30-Spline 1.703" Crank Pilot	243105

*These are only a few of our options; for a complete application listing visit tciauto.com.

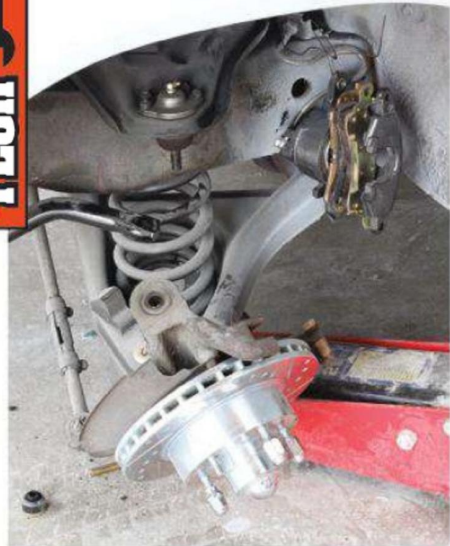
Need A Custom Converter

Give us a call. TCI® will custom design & build the exact torque converter for your vehicle & usage.



TRANS HELP™ 1.888.776.9824
TCIAUTO.COM

8839b



▲2. We're not going to bore you by doing a step-by-step on how to take off the old junk. We'll just give the obligatory warning that care needs to be taken when removing the factory springs. They contain a lot of stored energy, and if you don't remove them the right way you could end up becoming a very unhappy camper. We disconnected the upper control arm from the spindle. We then drilled out the lower shock mount holes a bit to accommodate the new bolts provided in the QA1 kit.



▲3. Don't freak out when you see how much shorter the new spring is compared to the behemoth you just removed. Keep in mind that the new spring doesn't need to go all the way down to the lower control arm like the stocker did. The springs are offered in 250-, 350-, 450-, and 550-pound rates. For our small-block equipped Camaro we decided on 350-pounders.



▲4. This roller thrust bearing and washer kit wasn't included with the Pro Coil kit, but it was \$30 well spent. When we went to adjust the ride height, it was the difference between a pleasurable experience and an expletive-laced task, complete with bleeding knuckles. Cliff notes: Buy the roller thrust bearing kit.



▲5. The old KYB gas shocks did an OK job, but the new QA1 units will give us tuning benefits over and above their ability to change ride height. The new shocks have 24 valving options, from cushy soft to ultra firm. The one knob changes both the compression and the rebound simultaneously. The fact that they look nice is just icing on the cake.

Quality... in Name and Products

Voted Runner Up
2011 SEMA Show
Best New Interior
Accessory Product

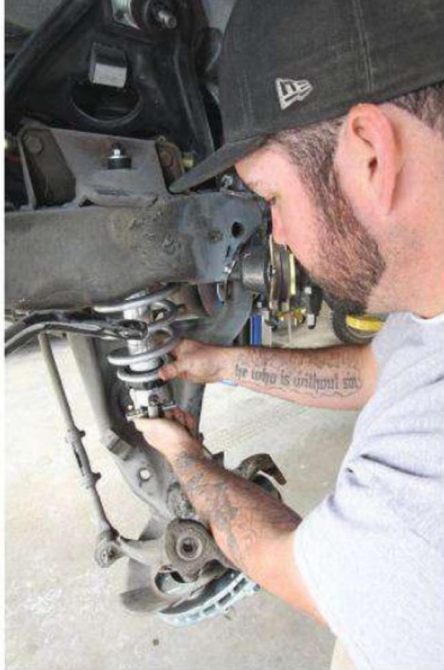
Billet Aluminum
Tremec Shifter
Levers for TKO 500
and TKO 600

Drive-By-Wire
Electronic Throttle
Control Pedal Assembly

Billet Aluminum
Boot Bezels and Boots



Follow us on Facebook
@facebook.com/lokarinc



▲6. With the shock assembled, we slid it into place. We made sure to set the rings all the way to the bottom of the shock for easier installation. To help the spring seat spin freely on the shock, we dabbed a little antiseize on the threads. Putting the lift near the ground, we used a floor jack to compress the new spring until the bottom of the shock lined up with the mounting holes. We then used the supplied bolts and lock nuts to secure everything in place.



▲7. With the shock bolted in place and the control arm reattached to the spindle, we started adjusting the ride height. Given the shape of the lower control arms, the first few threads were hard to do, but after that the spanner wrench was much easier to use. We went with a starting point of 13 threads up from the bottom. Once the upper ring was where we wanted it, we locked it in place with the lower ring using the other, smaller spanner wrench. We then attached the sway bar and double-checked all the bolts. Total install time was under 2 hours.



BEFORE



AFTER

▲8. All hail the new stance. Since this ride is destined for pothole-strewn city streets, we didn't put it in the weeds. But we did knock the front end down a couple of inches. Since this car will spend most of its time on the street, we set the dial at five clicks, but if we ever want to dodge some cones at an autocross, we're just a few clicks away from a more aggressive setting.

Holley® LS HEADQUARTERS



HP™ EFI w/ LS Harness

HP EFI ECU and harness kits are designed to be used with popular factory EFI engines as an alternative to the factory ECU and harness. The HP allows you to accurately control the fuel and ignition of your engine along with additional controls for nitrous, boost or water meth.

GM LS Retro-fit Engine Oil Pan

- Maximum chassis & ground clearance
- Provides OEM fitment for oil filter mounting, oil cooler port provision, engine NVH suppression, flange gasket and sealing, proper structural rigidity and bell-housing
- Cast and machined aluminum
- Complete kit including sump baffle, pick-up tube, sump plug, oil filter stud, oil passage cover
- Fits 1955-1987 GM Muscle Cars



P/N 242-1

LS Coil Covers

Give your LS a macho big block look with the new big block Chevy replica coil covers. They're equally at home on a 2010 Camaro or a LS swap muscle car.



LS Valve Covers

- Angled coil mounts deliver a smooth clean look
- Retain the high-tech look and performance of "coil on cover"
- Eliminates unsightly OE style coil brackets
- Billet aluminum oil fill cap
- Reuses original gaskets and bolts
- Fits all LS engines using LS3 or similar coils with 72mm bolt spacing

LS1 Billet Throttle Bodies

Part#	Description
112-574	80mm for 4-bolt intakes
112-576	90mm for 4-bolt intakes



LS Modular "Hi-Ram" Style Intake Systems

- Cast aluminum construction
- Great for N/A or forced induction, race or street
- -8AN fuel rails come standard with EFI intakes
- Max power band 7,000-8,000+ RPM
- Available in single 92mm or 102mm TB, 2 x 4150™ or 2 x 4500™ (carb or EFI) & blank top
- Fit GM LS3/L92 heads

CATHEDRAL PORT & LS7 NOW AVAILABLE!



LS Dual Plane Mid-Rise Intakes

- Dual-plane equal-distribution layout produces great mid-range torque without compromising top end power. Perfect for two Holley carburetors or EFI TBs
- Power band from 1500-7000 rpm
- Cast aluminum construction
- Available in 2 x 4160™ Carb or EFI
- Fit GM LS1/LS2/LS6



LS Engine Swap Mounts

- Constructed of sturdy 3/8" thick hot rolled steel
- Zinc plated for durability and corrosion resistance
- Works with all small block Chevy mounts and frame towers
- Perfect for use with Hooker's growing family of Gen III/IV (LS1/LS2/LS6/LS7) engine swap headers
- Five locations to choose from: stock location, .50" forward, 1.25" forward, 3" forward, clamshell style (1.25" forward & .50" up) *Dimensions measured from transmission bellhousing

LS Full Length Late Model & Engine Swap Headers

- Complete line of LS late model headers for 98-02 Camaro in high-temp paint, silver ceramic, black ceramic finishes & LS engine swap headers for 67-69 Camaro in high-temp paint, silver ceramic, black ceramic & "Titanium" look finishes!



LS Cast Iron Exhaust Manifolds

- Intended for all LS (except LS7 and LS9) engine swap applications where durability, quiet operation, emissions compliance and leak-free sealing is desired
- Tight tuck design provides universal fit for most popular chassis

- Free-flowing for good performance
- Cast from Hi-Silicon-Moly Ductile Iron for durability and corrosion resistance.
- Available in plain as-cast finish or with various Hooker ceramic coatings

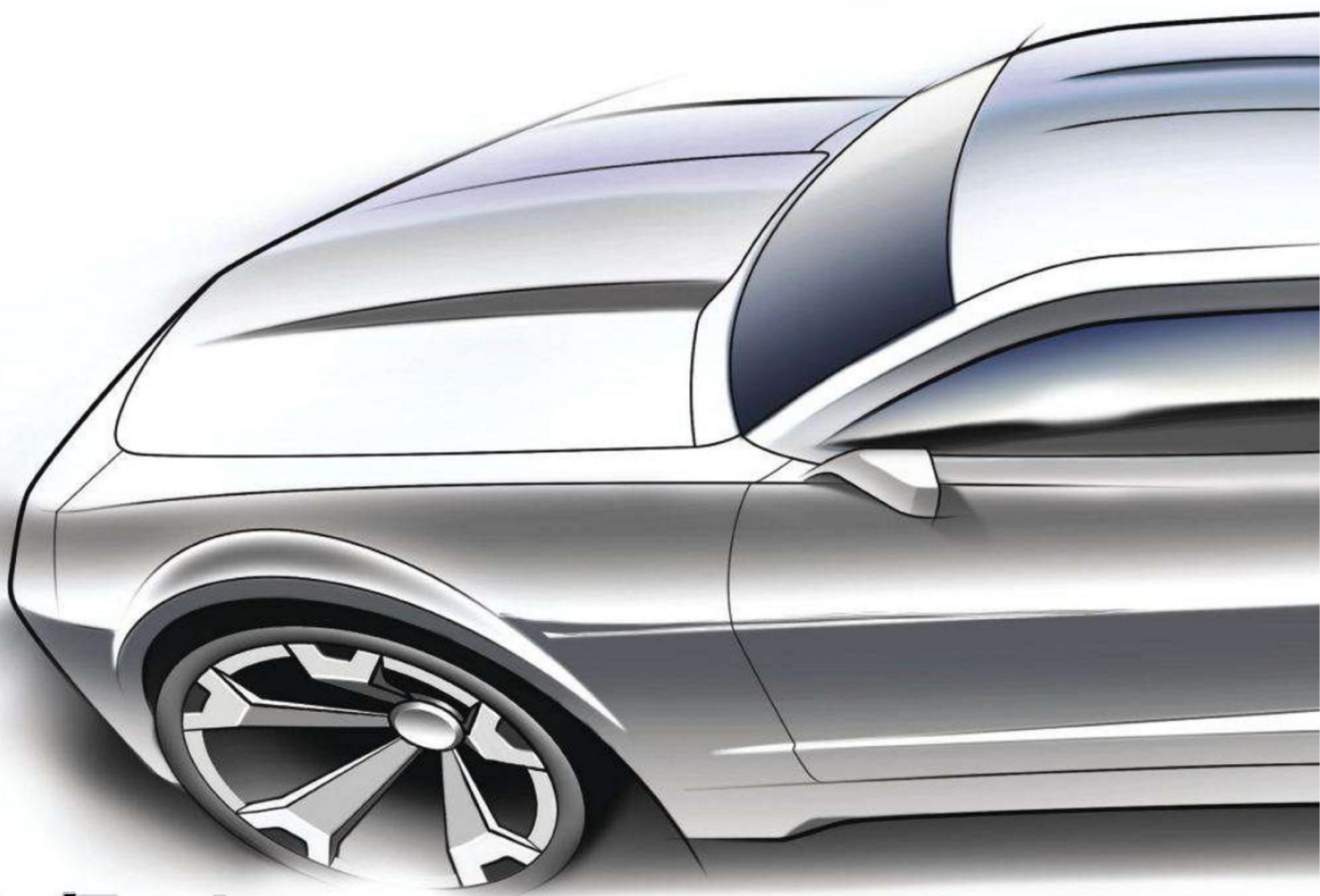
www.holley.com Tech: 270-781-9741

special

CAMARO CONCEPT CARS

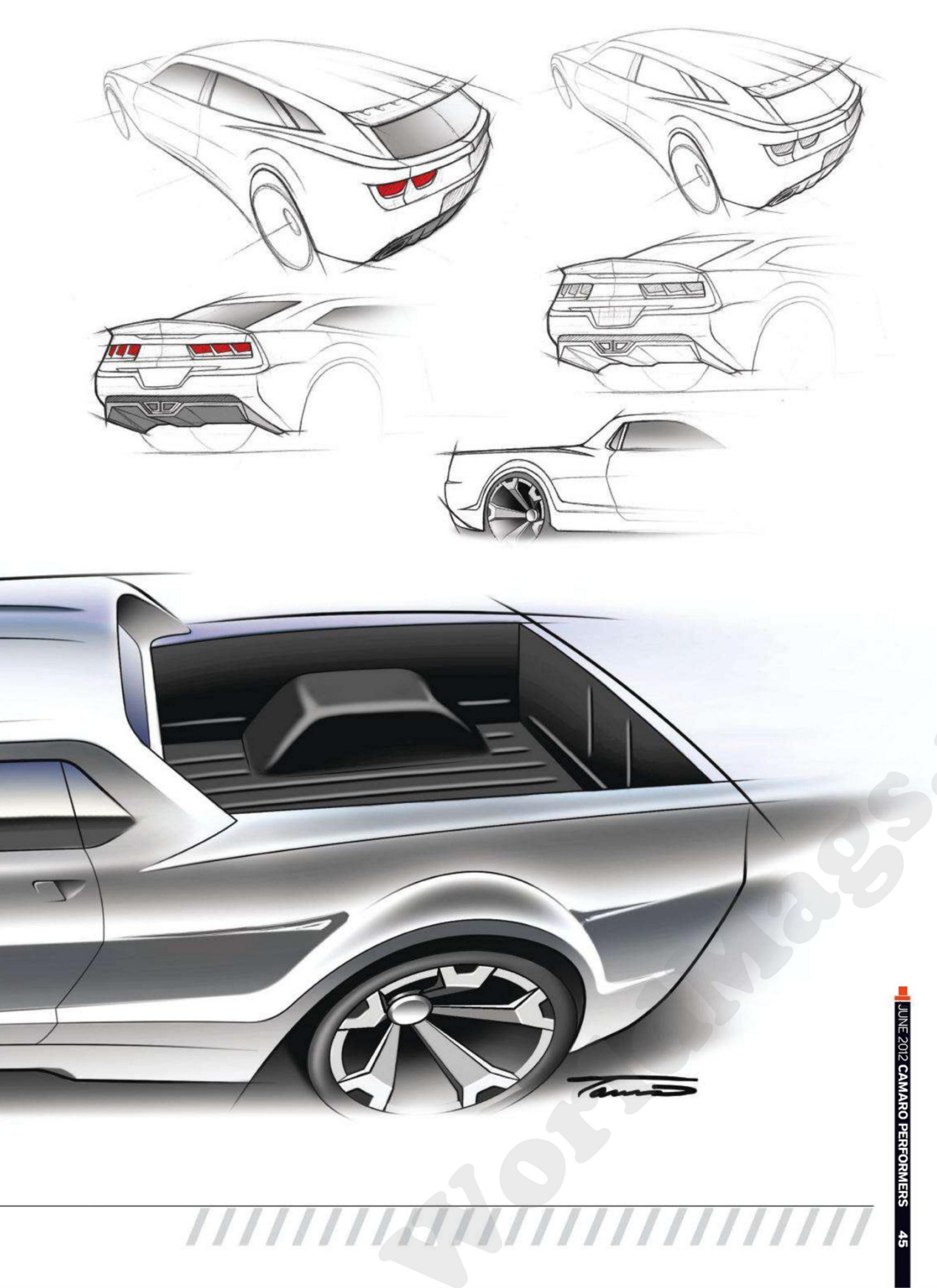
by Tavis Highlander | tavishighlander.com

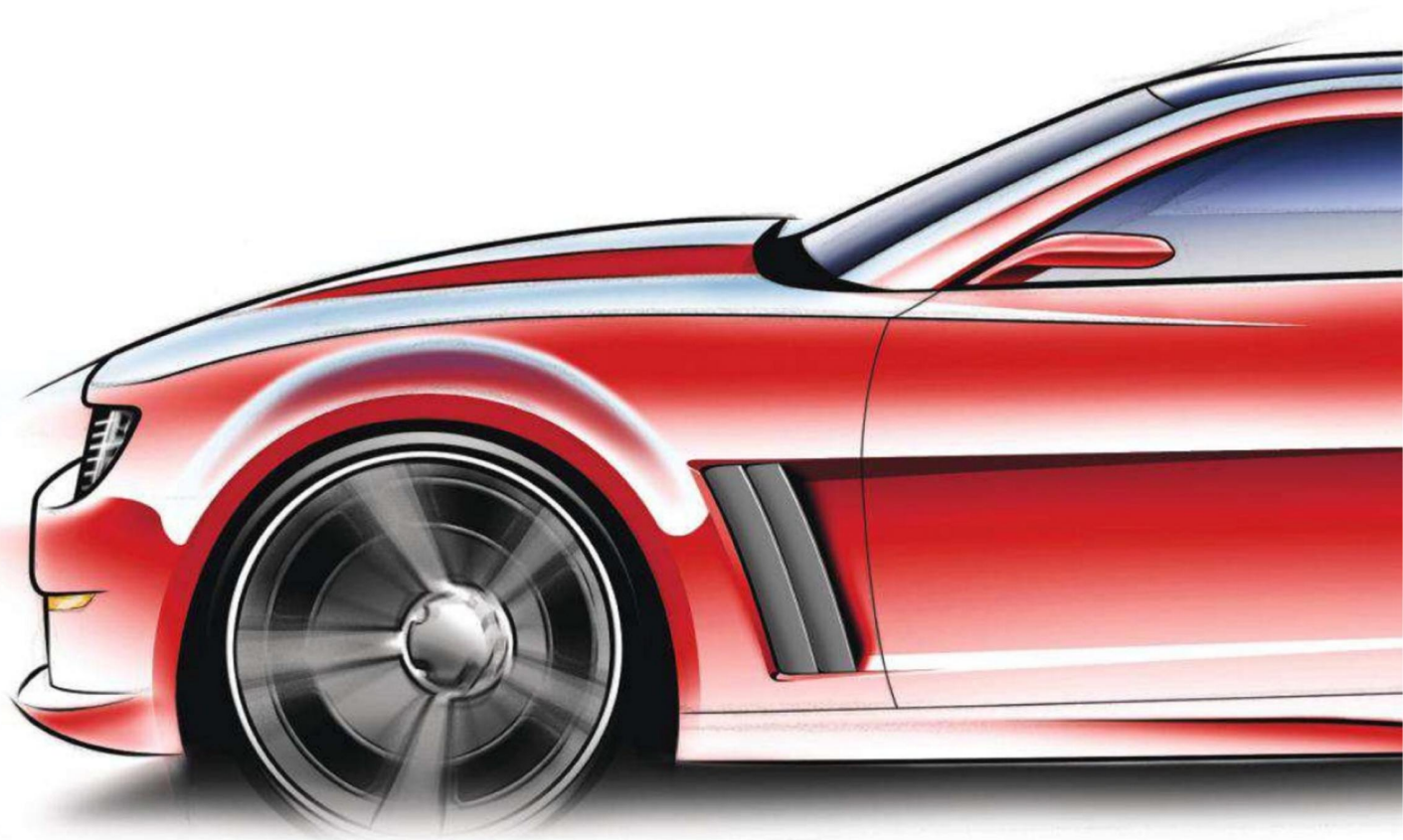
»Chevrolet's latest version of the Camaro has been around for a few years now and its success has made sure that this new design DNA will be here for years to come. For fun, we decided to manipulate that automotive DNA and inject some of it into three hypothetical offshoots of the current Camaro.



Ute/Truck

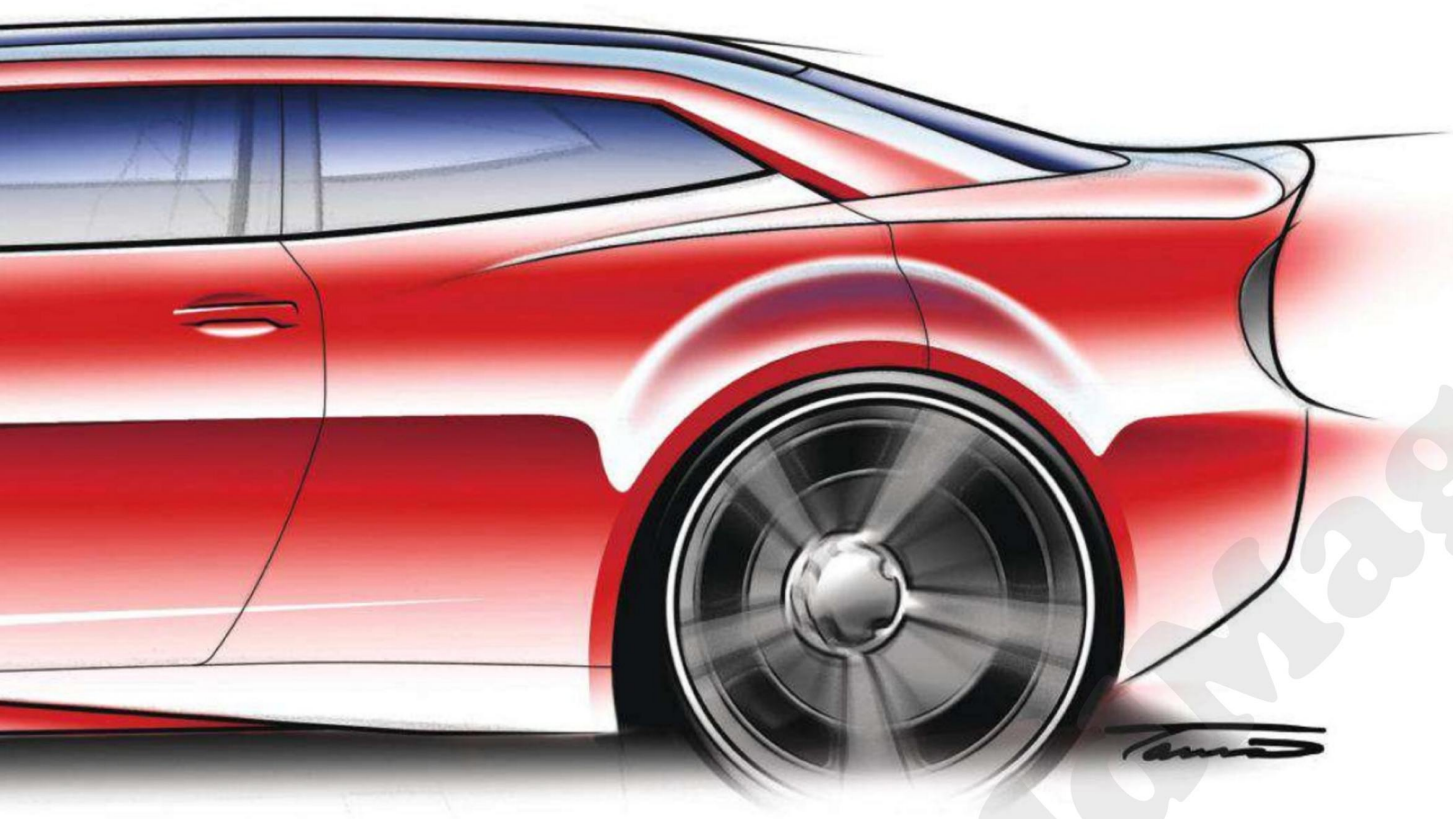
•Our brothers from Down Under already have a GM Ute available to them from Holden. We, however, have nothing even close to that. If the U.S. were to get a Ute, then a Camaro-styled version would be pretty exciting. Our design gives you a hint at what that might look like. We've shortened the cab to create a larger bed, but some small sail panels create the illusion of a more compact bed. The rear fender flare now flows into a feature line that replaces the side "triangle" from the coupe.





Sedan

• **This is probably** the most “hot rod-esque” vehicle out of our little lineup. Although the roofline and wheelbase are stretched out, the rear doors are kept visually quiet by utilizing Corvette-style door poppers hidden behind an alcove on the C-pillar just above the fender swoop. Fender gills have been swapped from the rear fender to the front and the fender arches have had a little surgery done.





Wagon

• **Imagine this design** as a rowdy brother to Cadillac's CTS wagon. Instead of keeping the flat roofline of the Camaro, we've bumped the roofline a touch higher in the front and tapered it gently towards the rear hatch. The rear fender swoop that normally turns into the rear deck has been retained on the wagon, but it now wraps around the hatch instead of a deck. This design definitely offers up lots of utility while still being muscular. Four doors, cargo room, a V-8, and all of it in a package that isn't another boring SUV. Put me on the waiting list.



CAMARO

PERFORMERS



JUNE 2012

S	M	T	W	T	F	S
---	---	---	---	---	---	---

					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30



THE CRUS

This Lightweight Second-gen Will Turn Some Heads on the Street and Some Quick Times at the Track

» Dave and Karen Leisinger are no strangers to having some of the most creatively insane Camaros included in their automotive arsenal. Case in point would be the '67 "Grumpy's Toy" tribute Camaro ("Jiggs' Rat," Apr. '10) they commissioned Roger Burman and his fearless crew at Lakeside Rods and Rides to whittle together as something Dave could play with when he felt the urge to burn off a little steam. That car featured a Jenkins' Competition 572ci mill and was built to battle the asphalt benders with a full DSE suspension system; it was a nasty hybrid of Pro Stock meets Pro Touring.



STEER

feature

By **Nick Licata** | Photographs by **Josh Mishler**



Their next concoction was spawned from a '67 Camaro as well—although this first-gen sent the purists into a frenzy, the Camaro Karen aptly named Scar ("Scarred for Life," Dec. '10), shamelessly borrowed taillights, headlights, and a plethora of sheetmetal bits from a '10 Camaro. It was a "love-it-or-hate-it" custom ride worthy of winning the 2010 Street Machine of the Year. It too was built by the Burman crew and featured a mighty 600hp powerplant. With handling on the forefront, this car too featured a full DSE suspension beneath the aggressively massaged sheetmetal.

With two high-profile '67s in the shed, Dave and Karen figured it was time to delve into the second-gen world for their next project: a '70, to be exact. "The name Crusher is fitting for this car because of the shape it was in when we found it," explained Dave. "When we saw the car for the first time, our initial thoughts were that it should have been crushed instead of resurrected, but we went ahead with it anyway."

With Crusher saved from the scrap pile, Dave and Karen decided to build this second-gen as the ultimate autocross car. The idea was to set the motor back 6-plus inches and lighten the car by using fiberglass and aluminum panels where they could. So, with an Eric Brockmeyer rendering in hand, the stage was set.

Sticking with Pro Stock legends for power, this time Dave called up "The Professor," Warren Johnson to supply the underhood grunt. Pro Stock gurus are less than forthcoming with engine specs, but we do know the RHS/LSR block was machined by Warren himself and features Mast aluminum heads. Lunati crank and rods host Wiseco pistons, and a COMP Cams custom grind provides precise lift and duration per the professor's



specifications. Of course, those numbers were left under wraps. Now, that's all good for WJ and the Leisinger's, but not so much for our readers.

An Edelbrock fuel pump keeps the Quickfuel 850-cfm carb quenched with 110 octane housed in a Flo-Fast 5-gallon fuel cell, while an MSD 6011 keeps the spark alive. DSE stainless 2-inch headers provide the exit strategy into a custom-built Lakeside 3-inch exhaust, and a pair of Flowmaster 44s produce a more decibel-friendly tone.

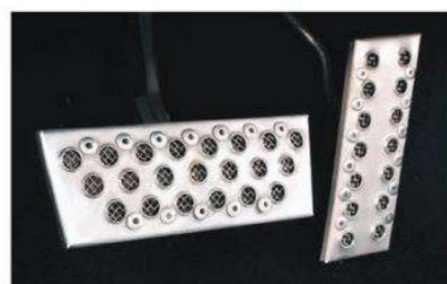
A PRC aluminum radiator accommodates the Spal dual electric fans and a Meziere LSI water pump ensures the juices flow. A Melling oil pump keeps lubrication moving and a CV Racing Products pulley system ties it all together.

So what sort of power does a one-off Warren Johnson engine get you these days? How about a tick over 760 hp at 5,800 rpm and over 660 lb-ft at 5,200 rpm—certainly enough to annihilate any autocross course in America. With that said, we can't verify 100,000-mile/10-year warranty (or whichever comes first) is included.

Regardless of the warranty, a stout drivetrain was necessary to manage all that Warren Johnson Racing potency, so Dave called up Gearstar for one of their Turbo 400 Level 5 transmissions. A Gearstar full-race valvebody

THE ONLY TUNE ECHOING THROUGH
THIS SECOND-GEN IS THE SOUND OF
EIGHT ANGRY PISTONS PUSHING
THE LIMITS OF THEIR OWN EXISTENCE.





THE CRUSHER

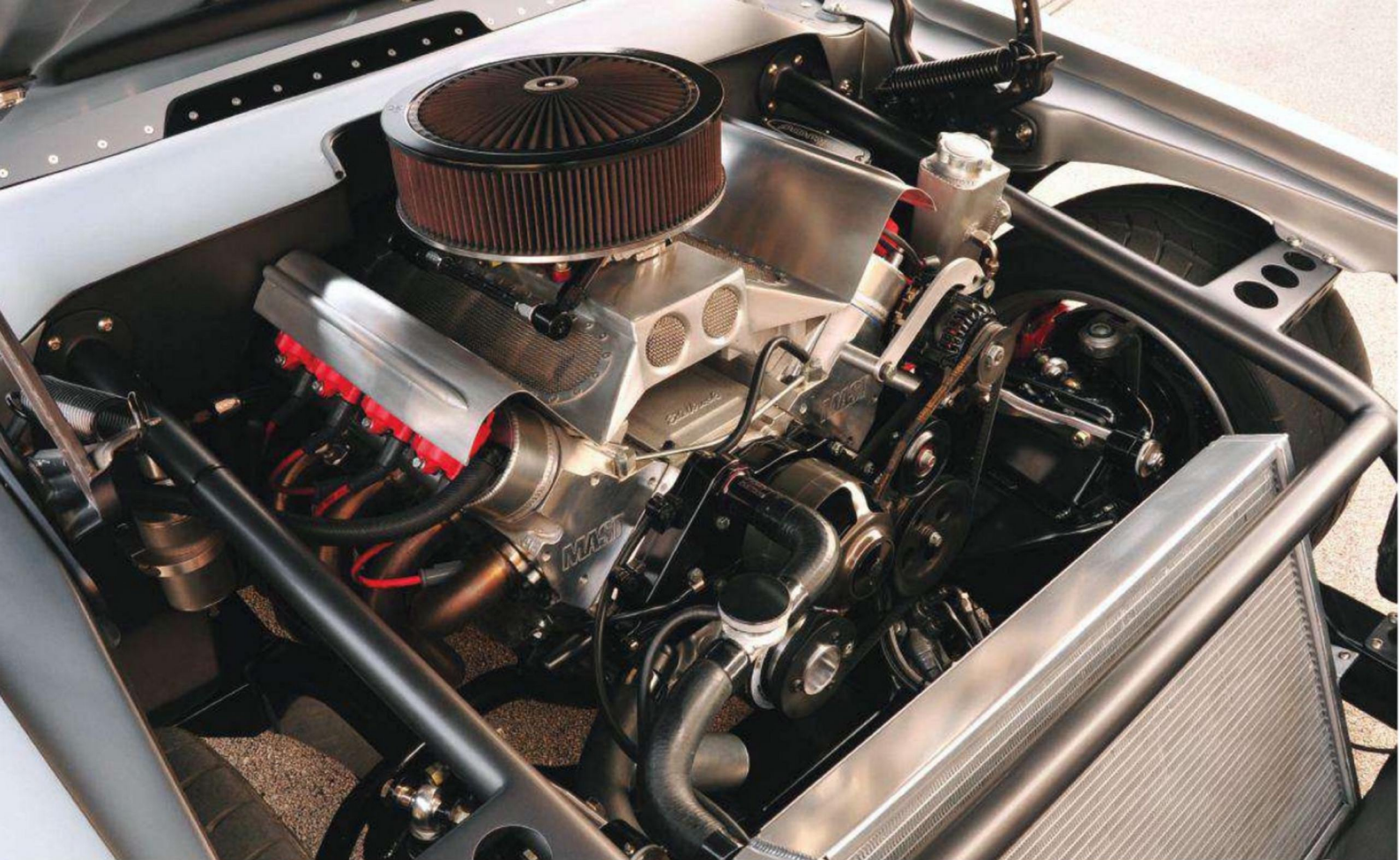
and 3,500-stall converter send the monumental torque to a Drive-line Services driveshaft. A Moser 9-inch stuffed with a Wavetrack and 3.90 cogs spin the Strange axles. A TransGo shift kit and Hurst shifter manage gear changes, and for robust launches Dave incorporated a trans brake into the equation.

The drag race inspiration exists via WJ's handiwork, but handling was the main focus on the build, so the Lakeside crew welded together their own custom frame and mated it up a DSE hydroformed subframe at the front. The standard goodies include DSE 2-inch lowering springs, double-adjustable DSE shocks, splined sway bar, and C6 spindles. Sticking with the DSE catalog, a QUADRALink rear system resides out back and includes the DSE spring and shock combo. Down the road, should Dave seek out a larger rear wheel and tire combo, DSE Deep Tubs were stitched in to provide roomy accommodations.

A Wilwood master cylinder conducts the Baer 6S six-piston

binders perched atop 14-inch rotors front and rear, which handle stopping duties behind a quad bank of Boze Mesh wheels (18x10 front, 18x12 rear) wrapped in Falken Azenis rubber (275/35R18 front, 315/30R18 rear).

The custom-built Lakeside interior features an aluminum scene borrowed from a 1947 P-47 Thunderbolt fighter aircraft. The multitude of pushbuttons featured on the dash insinuates the Stack instrumentation is the only contemporary piece in the mix. Contemporary? Not for the average Joe, but in this instance, you get the idea. Weber Custom Interiors did their diligence on the upholstery, carpet, and cloth headliner. Jegs race seats and G-Force restraint systems offer a secure venue while Dave white knuckles the MOMO steering wheel. The car's initial appearance offers a Pro Touring vibe, but luxury took a back seat on this ride; not one of the dash buttons assume control of the non-existent A/C or sound system. The



only tune echoing through this second-gen is the sound of eight angry pistons pushing the limits of their own existence.

Having a number of custom cars built in recent years, the Leisinger's continue in keeping Roger Burman and his team at Lakeside Rods on call. Only sucking up seven month's time, this build could be considered somewhat tame relative to their previous Camaro creations where extensive sheetmetal alteration was the norm.

This time around, Burman took the lightweight route by mixing in more fiberglass than a Southern California surfboard shop. The front end, doors, trunk lid, and hood all lack the common sheetmetal composition. Even the windows were replaced with Lexan. Up front, the grille was designed for increased airflow, and the factory turn indicator locations have been converted to air vents for even further induction into the brake rotor area.

Lakeside did their usual assiduous work smoothing the body and spraying the paint. Dave passed on the retina-burning exte-

rior pigment and instead settled on a slightly subdued Porsche Silver with flat PPG clearcoat. The Charcoal Gray "Crusher" graphic and subtle gold stripe induces a race-inspired theme careful not to overpower the body's natural attraction.

When a successful effort comes together, it's important to credit the supporting cast. "I have thank Kyle Tucker from DSE for helping with the suspension, Eric Brockmeyer for his eye for design, and Zak at Boze Alloys for putting together just the right wheel combination," relays Dave. "So far, we've had so much fun with this car that having our kids work as the pit crew and driving in the autocross has been a great experience. And working with Warren Johnson on the engine has also been amazing."

Weighing in at just 2,900 pounds with driver and the near perfect weight distribution, this is one Camaro that is sure to be top dog at most any autocross. It's a car that is more than able to crush the competition. 🏆

Exterior

Body Kits



1982-1992 DuraFlex GT Concept



1982-1992 DuraFlex Xtreme



1993-2002 DuraFlex Venice



PREMIUM BRANDS



2010-Up DuraFlex GM-X



2010-Up DuraFlex Hot Wheels

VFiber™



2010-Up VFiber Body Kit



2010-Up KBD Body Kit

RKSPORT



2010-Up RKSPORT Body Kit

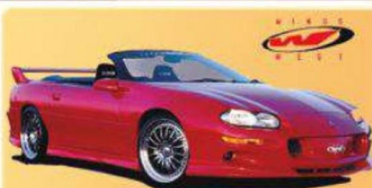


2010-Up 3dCarbon Body Kit

CLASSIC DESIGN CONCEPTS



2010-Up Classic Design Concepts Body Kit



1993-2002 Wings West Body Kit

JP



1993-2002 JP USA Body Kit



2010-Up Street Scene Body Kit

Vertical Doors

Lambo Doors Kits
from

\$599

Many brands to choose from



The Lowest Price
in the Industry!

Spoilers



2010-Up



3dCarbon Flush Mount



Carbon Creations Hot Wheels



1992-2002



DuraFlex SS Style



Wings West Super Style



1982-1992



Wings West Z28 Factory Style



Carbon Creations Xtreme Style

Many more styles available on our web site!

Hoods



1993-02 SS Style



1967-69 w/ Drag Scoop



1982-92 Carbon Cowl



2010-Up Hot Wheels



82-92 Big Block Style



2010-Up OEM Style Carbon

Car Covers



Grills



Many applications
are available!

Mirrors



Interior



Fenders



3rd/4th/5th Gen. Wide GTR

3rd/4th/5th Gen. GT Concept

Performance

Intakes

Starting at only \$42!



Exhaust Systems

Starting at only \$190!



Go to our website to hear how
some of these exhaust
systems sound!
www.AndysAutoSport.com



Headers



NOS



Clutch



Brake Kits



Short Shifters



Mufflers



Muffler Tips



Computer Chips



Spark Plug Wires



Suspension

Sway Bars



Shocks



Springs



Strut Bars



Adjustable Coilovers



Lights

Taillights

Starting at only \$58!



Headlights



Neon Lights



Bumper Lenses



Corner Lenses



Light Covers



CALL TOLL-FREE AT:

1-800-419-1152



GET IT

ANVIL AUTO
888.723.8882
ANVILAUTO.COM

AUTORAD
770.983.1345
AUTORADRADIATORS.COM

BEST OF SHOW COACH WORKS
760.480.0227
BESTOFSHOWCOACHWORKS.COM

CURRIE ENTERPRISES
714.982.5321
CURRIE-REARENDS.COM

CHRIS ALSTON'S CHASSIWORKS
800.722.2269
CACHASSISWORKS.COM

EASTWOOD
800.343.9353
EASTWOOD.COM/CP612

GROUND UP
866.358.2277
SS396.COM

WILWOOD
805.338.1188
WILWOOD.COM

WURTH
800.987.8487
WURTHUSA.COM

Back On Track

After a "Brief" Hiatus, We're Once Again Wrenching on Track Rat, Our '68 Camaro Project.

by Steven Rupp | photographs by the author

•To the rest of the world, magazine project cars seem to lead a charmed life. They go together smoothly with none of the drama that the average gearhead seems to have to deal with. Well, we're here to tell you that's a big lie. The cars we build in these pages experience the same hiccups and issues as the cars you build. Such is the case with our '68, dubbed Project Track Rat. Bought for \$6,000 off eBay, it was a decent roller that we later found had more than a few hidden issues. Namely, the right rear quarter had been replaced. And not just the quarter-panel. The entire rear quarter of the car was actually from a '67. It's amazing what a few cans of body filler can hide. We replaced the mangled sheetmetal, added a new framerail, and soon Track Rat was looking good. In fact, it was



▲1. Our roller was rust-free, but gobs of Bondo hid a shoddy quarter-panel replacement. Another bummer was finding the "rebuilt 350" was really just a 305 rebuilt with a can of spray paint. On the plus side, the Camaro came with a ton of new parts. By running the numbers, we found it was an original 327 car shipped in Seafrost Green.

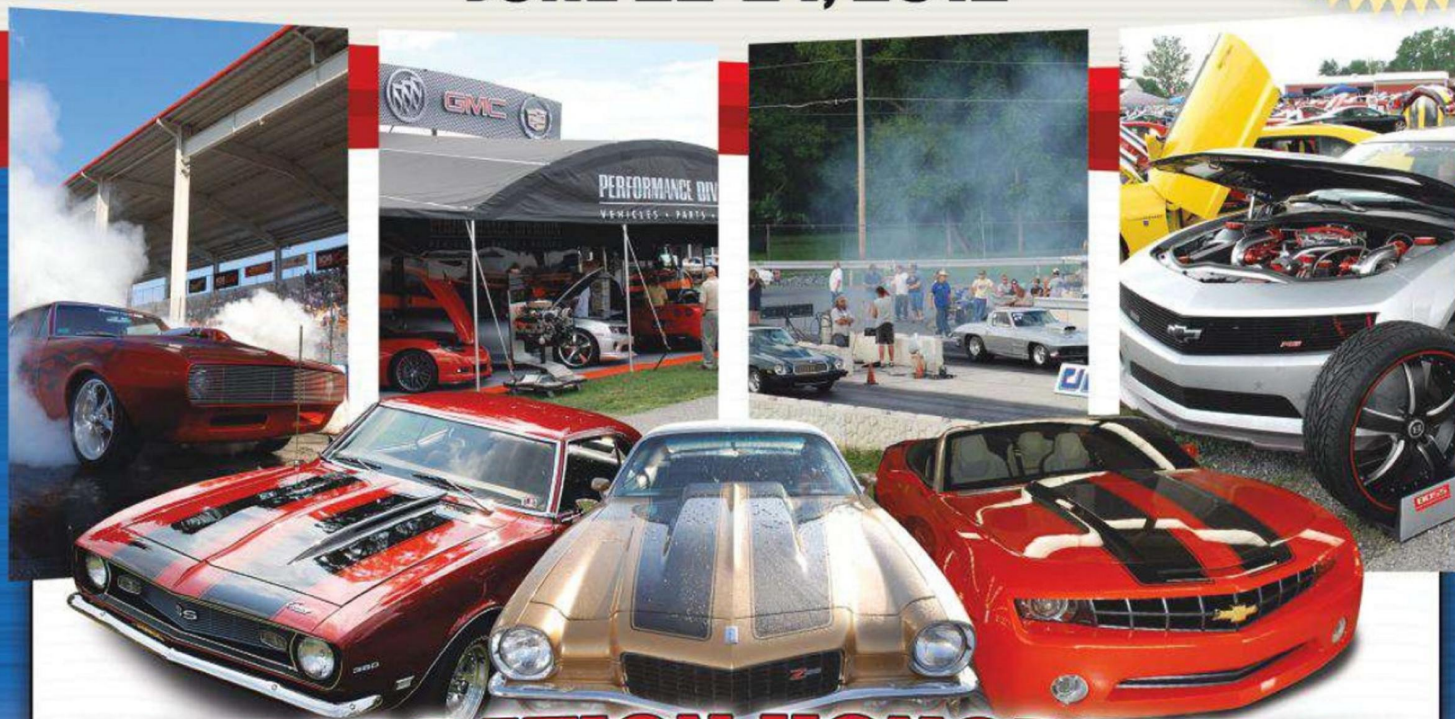
almost ready for the paint booth at Best of Show Coach Works in Escondido, California, when a friend of ours (Cris Gonzalez of JCG Customs) had an idea to stretch the quarters. Now, he had done this before on some '69 Camaros and it looked killer, but we found out the hard way that the body lines of the '68 and '69 are nowhere close to being the same. At first we thought the experiment went great, but as we worked on the quarters, the proportions were just too far off. After noodling out the problem with Cris, he came up with a new way to do the quarters for the more curvaceous '67s and '68s, and eventually the rear of the car was reworked and looking right. That little detour, combined with other aspects of life, cost us almost two years. We're pretty sure more than a few of you can relate.

But we're not here to dwell on the past. We have a Camaro to build, and once again the project is moving full speed ahead. In the end, we hope to have a Camaro that's as fun to take to the dragstrip as it is to drive around town or on any road course.

With the body now looking good, it was time to get our project to roller status, and that meant installing our Chassisworks g-Link Canted-4-Bar suspension system. This design uses four individual arms, or links, to position the rear axle under the car. It doesn't require a Panhard bar, which saves room and weight. The Chassisworks system is also adjustable so we'll be able to dial in just the right geometry for whatever sort of track we happen to be blasting down. So without further delay, it's time get this Camaro built and on the road.

CARLISLE® All-GM Nationals JUNE 22-24, 2012

**SAVE \$10
PRE-REGISTER
NOW!
OFFER ENDS
MAY 21st**



A CELEBRATION HONORING GM

Featuring General Motors Displays and Test Drives

Fun for the Entire Family

Burnouts, Special Guests, Shopping, Kids' Activities and More

1400+ Show Vehicles from All Eras

Including More than 140 Classes And Cash Specialty Awards!

Hundreds of Vendors in Our Manufacturers Midway, Swap Meet and Car Corral

Special Vehicle Displays and Anniversaries

Featuring Concept, Classic, Performance and Historically Significant Vehicles

Win a 409 Engine on Saturday

Presented by AUTO

No Purchase Necessary, Winner Need Not Be Present To Win
Displayed On Easy-Run Engine Test Stand

NEW FOR 2012: Friday Night Blues & BBQ Festival

Featuring Grand Point Station, Little Ivory Band & Octavia Blues Band

HELD AT THE CARLISLE PA FAIRGROUNDS | CHILDREN 8 AND UNDER ADMITTED FREE



Visit us online at CarlisleEvents.com

For Vendor, Sponsor or Additional Info Call 717-243-7855



PREFERRED
CAR CARE PRODUCTS



PREFERRED
PERFORMANCE PRODUCTS



PREFERRED
AUTO PARTS STORE



OFFICIAL CLASSIC
CAR INSURANCE



PREFERRED COLLECTOR
CAR MARKETPLACE



OFFICIAL AUTO
TRANSPORT COMPANY



OFFICIAL
SHOWFIELD SPONSOR



▲2. In the first stretch, JCG sliced the quarter down the center body line and pulled the panel outward, adding pieces to fill the resulting gaps. When they redid the quarters, 80 percent of the skins were used from National Parts Depot (NPD) and Cris attached them to the flat area just below the C-pillars. This gave us the "widebody" look we were after without distorting the shape of the Camaro. Here you can see where the new quarter was attached before being sent back to Best of Show Coach Works (BOS) so they could work their metal magic.



▲3. In the process of the stretch, the body lines became a bit "lost" and undefined. They also angled slightly up toward the wheel center due to the lip of the wheel-house being pulled upward. After many hours of bodywork, Dick Kvamme and Jon Lindstrom at BOS were able to get all the lines looking killer. You wouldn't believe how many cases of brew this cost us.



▲4. With the back of the Camaro fixed, we could then start fitting the new NPD fenders. To do this we needed to toss the Chassisworks subframe under the car, bolt on the Autorad radiator core support, and square everything up. The fenders fit surprising well.

►5. After bodyworking the fenders a bit, it was time to install the Anvil carbon-fiber hood, with Eddie Motorsports billet hinges and lower valance. With all the parts installed, BOS will be able to get the metal and carbon panels fitting perfectly.



▲6. And here's how Track Rat sits at the time of the rear suspension install. It almost looks like a car now. The big question is which car will be done first, Track Rat or Orange Crate?



FOR THE MODERN MUSCLE CAR

Pure style, pure muscle. Huntington aftermarket wheels have been designed to fit modern muscle cars perfectly, to enhance their performance and to complement their style. Perfectly engineered for today's muscle. No illusion, no compromise.

www.huntingtonmusclecarwheels.com

866.432.3621

g-Link Install 101



▲7. If you don't have a rearend housing then the most painless way to go is to order a FAB9 housing from Chassisworks with all the brackets already welded in place. A while back we took our housing over to Currie Enterprises and had them add in all the guts. If you already have a housing, Chassisworks offers an easy-to-use fixture to accurately position the upper brackets for welding along with lower brackets that are secured with U-bolts to the leaf spring pads.



▲8. The g-Link system's cradle is referred to as being "self-positioning." It pulls this off by utilizing existing factory undercarriage features to ensure it's precisely located. Due to the cradle's crossbar, it also aids in chassis stiffening.

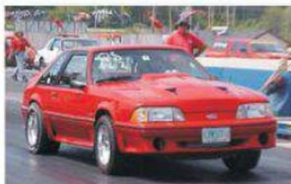


▲9. After bolting together the cradle assembly, BOS used pole jacks to hold the cradle brackets in place on the framersails, but you could also use C-clamps. BOS then measured from the flat, vertical section of the undercarriage to the lowest corner of the shock mount bracket. The ideal number is 10.5 inches. This can differ slightly so long as both driver and passenger sides are the same. In our case, the measurement came in right at 10.5-inches.

▲10. Once the brackets were properly located, we traced them on the framersail, including the holes for the welding rosettes. We also marked and drilled the four holes needed on each side for the U-bolts.



6 SPEED
GEAR VENDORS
8 SPEED
GEAR VENDORS



www.gearvendors.com or call for a free brochure
800-999-9555 Gear Vendors Inc, El Cajon, CA.



GV GEAR VENDORS
UNDER/OVERDRIVE™

Bolt-on the strongest Overdrive...
Plus close ratio performance
at the touch of a button.

• Handle 1200+hp with 2 year warranty.
• 28.6% faster overdrive cruising..
• Holder of two 1/4 mile world records
and four world rally off-road titles.

Turn your 3 speed automatic or 4spd manual into a bullet-proof 6spd semi-automatic. It may cost a little more but it is the strongest, most reliable overdrive and the only overdrive that can make your ride quicker as well.

A Gear Vendors adds more performance than any late model trans swap, installs simply, and is a blast to drive. Manual or auto your vehicle is worth more with a Gear Vendors Under/Overdrive..



17" Cast Aluminum N90 Wheel
Originally on 1980-81 Z28 and 1986-88 Monte Carlo models. Silver powdercoat with machined lip and 4.25" and 5" backspacing.



THE ONE-STOP SOLUTION FOR YOUR CHEVY PROJECT



1969 Camaro Smooth Bumpers
Smooth-look bumpers with no visible bolt heads, coated in black EDP.



1968-72 Power Trunk Release Kit
Kit includes switch, harness, and latch assembly.

Carpet Sale!
Hurry, Limited Time!

Most Cars
\$119.99

Great carpets.
Unbelievable price.

Use Code: SCS12C

Restoration & Performance Parts for GM, Ford, & Chrysler Muscle Cars:

Chevy Catalogs:

Print:

Camaro (1967-81)
Chevelle (1964-72)
Nova/Chevy II (1962-74)
Impala (1958-72)

(ALSO AVAILABLE ONLINE)

Web:

Camaro (1982-02)
Camaro (2010-Present)
Caprice/Impala (1991-96)
Corvette (1953-82)

GM A/G-Body (1978-88)
Bel Air/Nomad/150/210 (1955-57)
Truck Chevrolet/GMC (1967-87)
YearOne SpeedShop

YEARONE.com

1-800-932-7663

Since
1981

SCS12



▲ **11.** With the bracket removed we were able to grind off the undercoating in preparation for welding. We also had to elongate the holes a bit to get the supplied U-bolts in place.



▲ **12.** After grinding the zinc coating off the edges of the brackets, BOS reinstalled them under the Camaro, double-checked the measurements, and bolted them in place. The arrow points to a bolt that passes through the bracket and into the car.



▲ **13.** We then installed the crossbar. Once everything was in place, the bolts were all torqued to spec. We would like to note that the system came with some of the most detailed instructions we've ever come across.



▲ **14.** The instructions said the brackets could be stitch-welded, but we opted to fully weld them to the framersails.

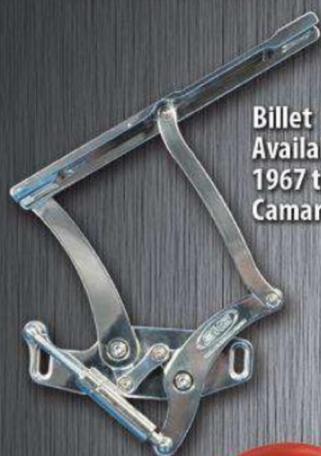


▲ **15.** After some quality time with our Eastwood MIG welder, this was the result. With all the perimeter welds and the rosettes, this bracket isn't going anywhere.



▲ **16.** It may seem almost like overkill, but these suspension pickup points are under extreme stress, especially in a high-horsepower car that sees track time.

TRUE AMERICAN BILLET™ FOR YOUR CAMARO



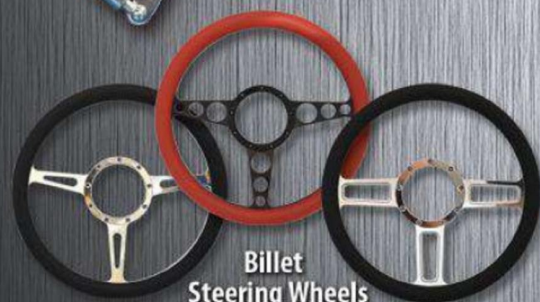
Billet Hood Hinges
Available for
1967 to 1981
Camaros



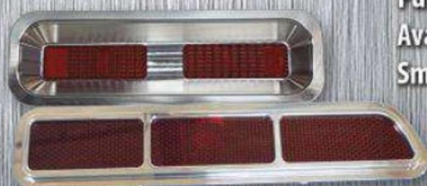
Billet Trunk Hinges
Available for
1967 to 1981
Camaros



S-Drive
Serpentine
Pulley Kits
Available for
Small & Big Block Chevy and LS Engines



Billet
Steering Wheels



Billet Taillights and Bezels
for '67-'69 Camaros



Call: 1-888-813-1293 ▶ Click: www.EddieMotorsports.com

Visit: 11479 Sixth St, Rancho Cucamonga, CA 91730

www.facebook.com/eddiemotorsports



CALL OR VISIT
OUR WEBSITE
FOR A FREE
CATALOG

JBA

performance exhaust

more **POWER** better **SOUND** higher **QUALITY**



COMPLETE COMPETITION PACKAGES AVAILABLE



GTO



CAMARO



GM TRUCK/SUV

1 50-state legal, per the manufacturer's application guide

2 For off-road/racing use only, not to be used on emission-controlled vehicles.

A PerTronix Performance Brand • (909) 599-5955

www.jbaheaders.com



▲17. For a clean look, we broke out our Wurth spray gun and laid down a few coats of their SKS Stone Guard undercoating.



▲18. As the name implies, this kit utilizes four bars to locate the rearend. In the g-Bar kit, these have poly end bushings, but we opted for the g-Link kit with its deflection-free pivot-ball assemblies. Zero deflection translates into more precise handling, and given how we drive, we thought this was the way to go. For those who want to make more of a fashion statement, the lower links can be upgraded

to billet. Before installing, we set the lower bars to 24 inches and the upper bars to 9.5 inches eye-to-eye.



▲19. The lower links attach to the Camaro using the existing leaf spring mounts. Ours were pretty hammered, so we ordered up a pair (PN DFB-13L/R, \$35 each) from Ground Up.



▲20. The lower link was bolted to the new mount using the supplied 1/2-inch bolt and then the whole assembly was secured under the Camaro. The other end of the link mounts to the center hole of the bracket on the rearend. Before hitting the road we'll make sure to hit all the zerk fittings with some grease.



▲21. We secured the non-adjustable end of the upper links to the bracket under the Camaro using the supplied 1/2-inch bolts, washers, and lock nuts. Both the upper and lower links feature multiple positions to adjust chassis anti-squat. They're also adjustable to set pinion angle and preload as well to account for wheelbase variations.

TIRE SHREDDING HORSEPOWER & TORQUE IS LOCKED INSIDE THE NEW

2011 CAMARO

SCT'S NEW CUSTOM TUNING & PRE-LOADED DEVICES UNLOCK IT!

Pre-loaded Tune Files

Pre-loaded with dyno proven performance tune files.

Stores 3 Custom Tunes

Stores up to 3 Custom tune files loaded by an SCT dealer near you.

Diagnostic Codes

Reads and clears OBDII DTC trouble codes.

Data Logging / Monitor

View / record your vehicle's PCM data on the screen or on your laptop.

Dual Analog Inputs

Monitor EGT temps, air-fuel ratio and other popular sensor data.

Adjustable Parameters

User adjustable parameters for tuning your own vehicle.

SCT's GM Handheld Vehicle Performance Programmers

INCREASE your vehicle's **HORSEPOWER, TORQUE & THROTTLE RESPONSE** by optimizing the vehicles **AIR / FUEL RATIO, SHIFT POINTS, IGNITION TIMING & SPARK CURVES.**

DON'T settle for anything less than **TIRE SHREDDING HORSEPOWER & TORQUE** from the leader in vehicle tuning....**SCT Performance!**

Want More Info? Snap the code with your mobile device!



Get the app: <http://gettag.mobi>



888.684.2589

WWW.SCTFLASH.COM

4150 CHURCH STREET • SUITE 1024 • SANFORD FLORIDA 32771

NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLES.



▲22. Using 3/8-inch hardware, we installed the billet lower shock mounts. Per the instructions, we started in the second position. The different positions will be used to set the Camaro's ride height.



▲23. Before raising the FAB9 housing up under the Camaro, we went ahead and installed the parking brake assembly for the Wilwood disc brakes.



▲24. For shocks, we're running double-adjustable VariShocks. These will allow us to dial in compression and rebound at the track. The 12-inch 200-pound springs are installed under tension, so to make life easier, we used Chassiswork's spring compressor (PN VAS-200, \$55) to get everything assembled safely.



▲25. Per the instructions, we attached the upper links to the lower hole on FAB9 bracket. In addition to setting pinion angle, the upper links also allowed us to center the rearend under the '68. One full turn in on one link and out of the other moved the rearend housing about 3/16-inch toward the shortened side.

Born To Handle!

AME's GT-Sport Modular Chassis and Subframes Can Transform Your Camaro into a Corner-Carving Sports Car With 1g Performance!

GT-SPORT MODULAR CHASSIS

Available for 1st Gen Only

- Straightforward do-it-yourself installation
- Allows use of OEM fuel tank, rear bench seat and floorboards w/minor mods
- Accepts SBC, BBC and LS engines
- Tri-module chassis improves stiffness
- C6 Corvette forged aluminum A-arms
- Triangulated 4-bar or 3-link rear suspension w/Watts linkage

NOTE: GT-Sport front subframes available for both 1st and 2nd Gen Camaros

GT-SPORT FRONT SUBFRAME

Available for 1st and 2nd Gen

- Bolt-in clips for 1967 to 1981 Camaro
- Specially designed for lower CG
- Clip weighs 105 lbs. and greatly reduces critical unsprung weight
- Takes all popular transmissions

GT-SPORT REAR SUBFRAME

Available for 1st Gen Only

- Replaces the factory rear rails
- Choice of 3-link or triangulated 4-bar
- Tri 4-bar fits under stock floor pan
- Provides exceptional lateral stability
- Accepts tires up to 335 wide



The '69 Camaro of AME engineer Matt Jones did 1g on the skid pad with a 275/295 BFG combo. For more information go to: www.ArtMorrison.com

MORRISON

5301 8th Street East
Fife, WA 98424
Local: 253-922-7188
Fax: 253-922-8847

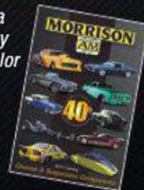


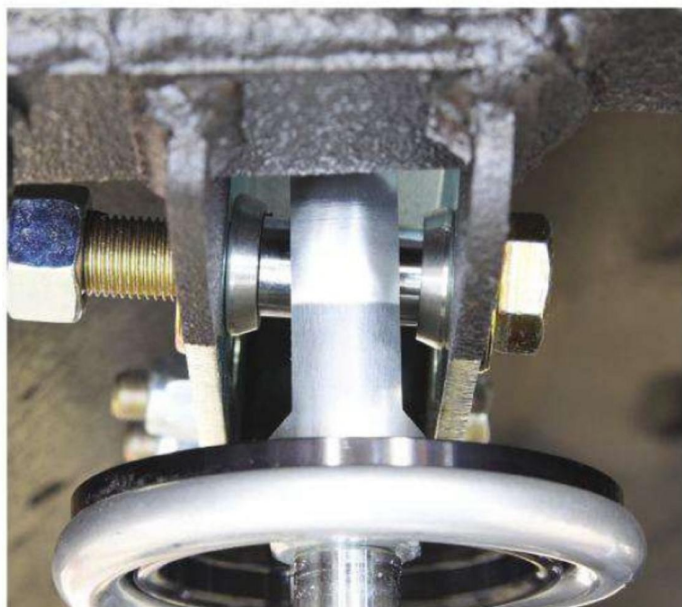
www.ArtMorrison.com

866-558-1652

1971-2011
40th
ANNIVERSARY

Send \$5 for a postpaid copy of the full-color Art Morrison catalog (refundable with order).





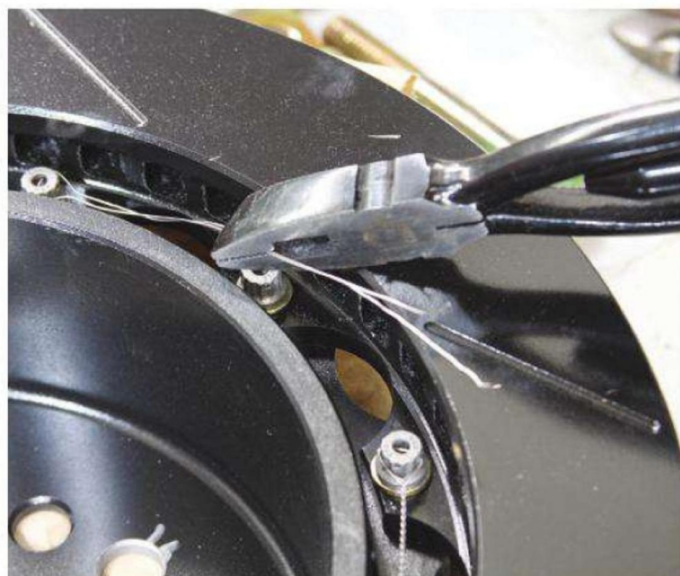
▲ **26.** The shocks came with small stainless steel spacers to fill the gap between the shock eyelets and the bracket.



▲ **27.** The lower end of the shocks used the same spacer deal. The double-shear lower shock mounts allow for 4.5-inches of ride height adjustment, and the upper shock mount bracket has three positions for shock angle changes. You can also see that we attached the lower link to the second hole up on the bracket.



▲ **28.** The sliding-link antiroll bar system featured a $\frac{5}{8}$ -inch solid bar mounted to pads that were part of the g-Link brackets we welded on at the beginning of the install. The bar utilizes three detents at each end of the bar to create six incremental adjustments. The $\frac{3}{8}$ -inch rod-ends allow the bar to be set to a neutral, non-preload condition by adjusting the length of the rod.



▲ **29.** Moving to the brakes, we assembled our 14-inch Wilwood hats and rotors, then safety-wired all the fasteners. We plan on many hard stops so we skipped the drilled deal and instead opted for slotted rotors.



▲ **30.** The rotors came in Wilwood's E-coat, which will keep the surface of the rotor not swept by the brake pads looking great and rust-free.



▲ **31.** Lastly, we installed Wilwood's new four-piston Superlite radial-mount calipers. The new forgings are stronger than the previous cast pistons and are less expensive to produce. Wilwood was able to pass along this savings, so a kit with these calipers comes out \$200 cheaper than the previous version.

Wilwood Complete Brake Systems

Polymatrix
DISC BRAKE PADS

EXP
Spec33



www.wilwood.com

Racing Brakes

Bolt-On Disc Brake Conversions for Performance, Classic and Production Vehicles.

805-388-1188

wilwood
DISC BRAKES

2011 Optima Ultimate
Street Car Invitational

3rd Place Winner!

CHECK OUT OUR WEBSITE...

CAMARO

...FOR BLAZING HOT
DEALS!

CENTRAL

IN STOCK AND READY
TO ROCK !!!

1967-1969 Preassembled Electric Rallysport Grille Kits !!!

NEW Sport Seat Covers and Foam in Stock !!!

NEW Direct Drill SS Cragars in Stock !!!

Complete Weatherstrip Kits on SALE !!!

REMEMBER TO PLACE YOUR ORDER FOR FREE
DELIVERY TO ANY CAR SHOW THAT WE ATTEND!

1-800-990-2969
WWW.CAMAROCENTRAL.COM



EXIT ST

Bill Hronis' late-second-gen will blow your doors off



STRATEGY



feature

»You know the story. You've heard it here a hundred times before. Always remembering that one man's erotica is another man's ennui (boredom), Bill invariably prefers the late-second-gen ('78- '81) Camaro. "I like the look of the soft bumpers, the size and proportion of the car, and the body lines," he says. Could there be more to it than that? Probably. "Over the years," reminded Bill, "I've owned four second-gen Camaros."

What does Bill think is the most unique feature of his '80 F-body? "I wanted a big-block but also wanted to be different and bigger than the norm. The GM Performance Parts 720R was the biggest crate available, but since then I've had the engine gone through." Yes, for additional grunt. What's an engine if you don't modify it? Isn't that the one thing that hot rodders can't ever quit?

By **Ro McGonegal** | Photos by **Robert McGaffin**

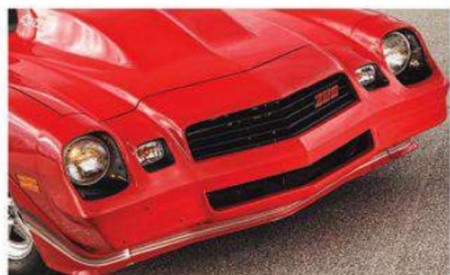
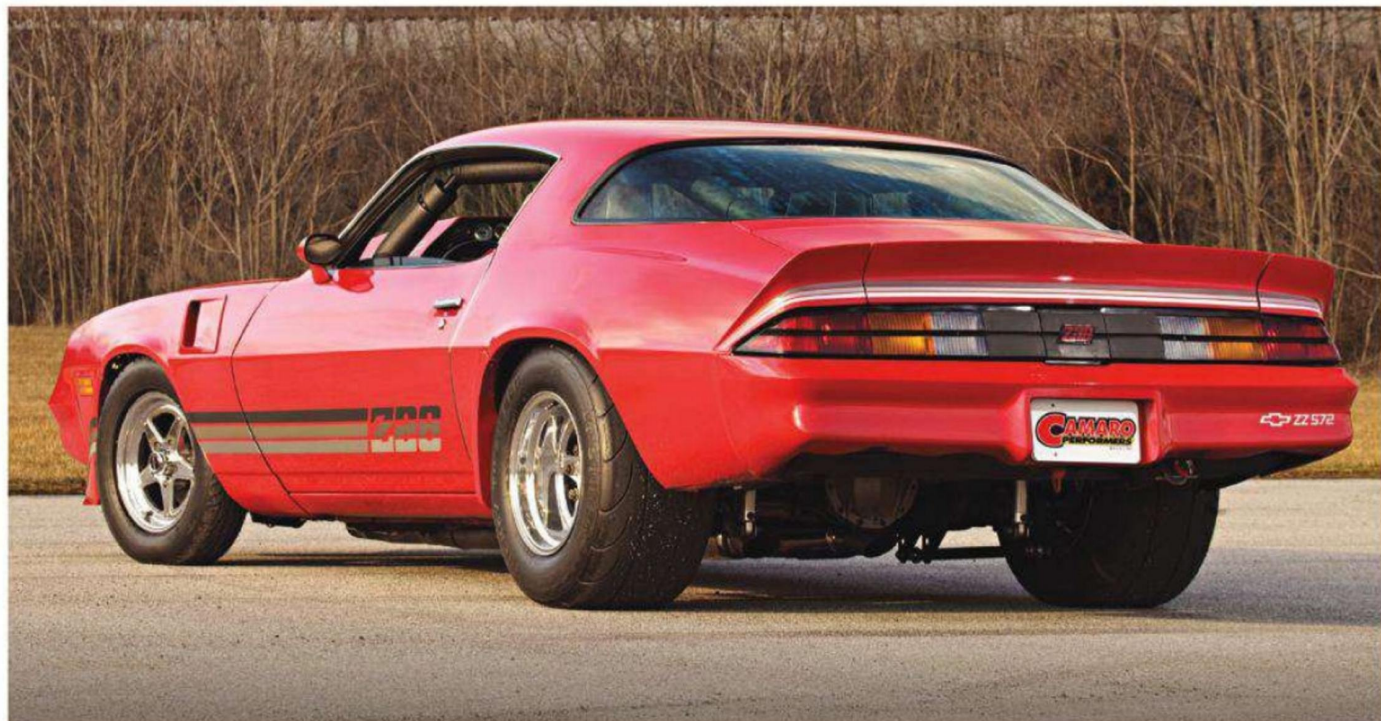
EXIT STRATEGY

And that's why there has been more than one memorable experience with the Z28. At a show last year, Bill heard over the PA system that his car had tied for First Place. Then, in typical carnival convolution, someone flipped a coin to decide the winner, and instantly Bill became a runner-up. It was getting late. He got in his car. As he was pulling out, over his shoulder he saw two of the judges scrambling after him. They were holding a 3-foot-tall trophy. They told him that his car was voted Best of Show. "I had the biggest smile on my face for the rest of the day," Bill crooned.

Bill took the Z28 from his brother in 1994, its black paint faded to dust, its albino interior little more than a skuzzy, fuzzy

memory. Time screeched along. A year later, Bill went to Fortney's Body Shop. A couple of months after the fact, Bill Fortney had the Z28 decked out in Mazda Blaze Red. "To this day," crowed Bill, "it still has that same paintjob that cost me \$1,200." And if that paintjob locks the Z28 into a permanent time capsule ... so what? We all have to be somewhere.

Time continued to screech along, years actually. It extracted more from Bill than he realized. Between the hours he lavished on the Z and time needed to run his Chambersburg, Pennsylvania, restaurant, his main spring popped. But after a 3-year hiatus, his motivation and enthusiasm rallied. He looked at the Camaro in a

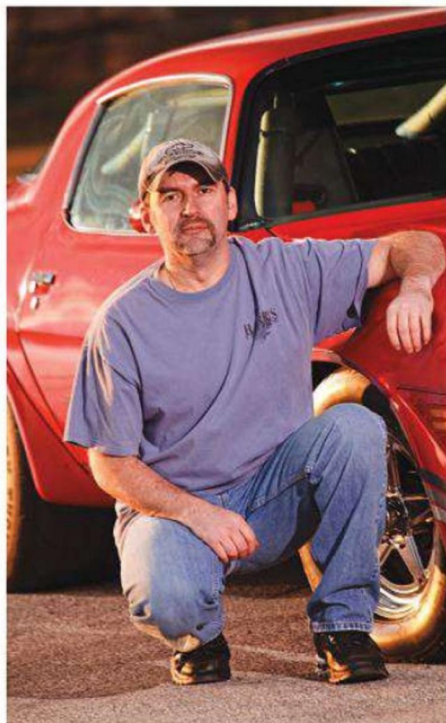


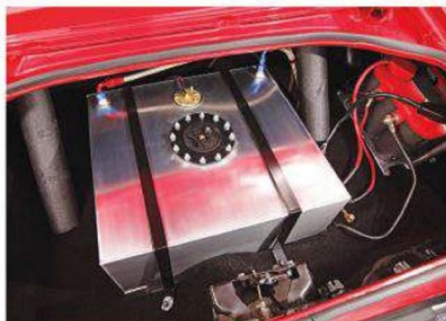
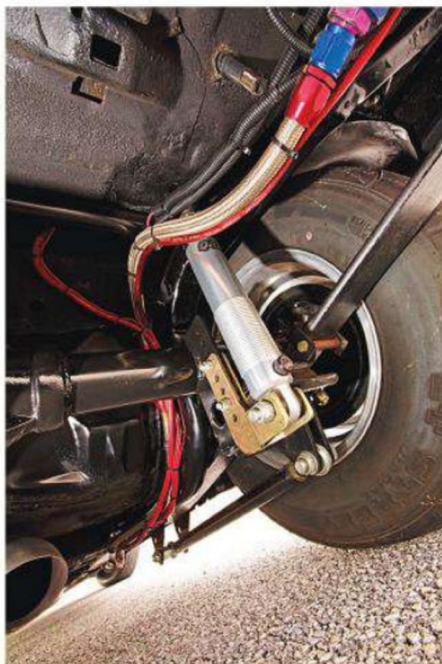
different light. It turned his cogs. Since the 350 original, Bill had chopped through a couple of 383s and had been thinking seriously about a 454 when the vision vibed him just before dawn: Get a 572, the big-boy 572R. So he did. He made the basic changes to the chassis, cooling, and drivetrain to accommodate that high-compression apocalypse and drove it sparingly for three more years. Then wayward lifters took out the cam and prompted an immediate engine teardown.

Bill went to Kriner's Racing Engines in Chambersburg. Bill went to G-Force Design Concepts in Chambersburg. The theme: Let's build a bigger mountain. That time frame brings us current.

Kriner's balanced and blueprinted the new combination, which they based on the original steel crankshaft, connecting rods, and forged 12.0:1 pistons. The Lunati custom roller brings 309/317 degrees duration at 0.050; lift for both valves is 0.730 inch. Cam and kit were set with Cloyes double-roller timing gear and sealed with a stock front cover. The solid rollers are Iskenderian. Pushrods are Manley. Kriner's closed off the nether end with a GMPP 8-quart sump and Melling pump.

The rectangular port cylinder heads possess 118cc combustion chambers, 2.25/1.88 stainless valves, and 113cc intake ports, but were not modified beyond the factory effort. Jesel shaft rockers streamline





EXIT STRATEGY

the system and provide a 1.7:1 ratio. Kriner's built the rest of the job with the single-plane intake manifold indigenous to the 720R, a 1,200-cfm Pro Series 4500 carburetor, Magnafuel pump, Moroso sheetmetal rocker covers, MSD Digital 6AL box on the "stock" distributor, and 2¼-inch Lemons ceramic-coated primaries. The exhaust system was continued in-car by the Booze Brothers in Marion, Pennsylvania, who built a whopping 4-inch diameter tract that runs through an X-pipe and Bassani race mufflers. The engine also wears Jones Racing Products pulleys, CSR thermostat housing, Meziere water pump and overflow tank, and a 160-amp Powermaster alternator. Hronis got a leg up on cooling the porcine Rat with a Ron Davis aluminum core and a couple of thermostatically controlled fans. Issue from this com-

bination is estimated at 850 hp at 6,400 rpm and 700 lb-ft of torque at 4,800 rpm. Harnessing those beastie boys is the province of a Coan Turbo 400 fixed with a manual valvebody and a Neal Chance 4,800-rpm converter. Grunt wraps around the Dynotech prop shaft. End of the line is a narrowed 12-bolt with 33-spline axles, 4.11:1 gears, and Eaton True Trac differential.

G-Force made a proper home for the motor by reinforcing the chassis with a custom Bill Smith 10-point rollcage and DSE frame connectors. DSE mini-tubs also add rigidity and make a home for the foot-wide wheels. The setup is deceptively simple: refurbished stock control arms capture Moroso Trick springs with a 2-inch drop and Calvert Racing 90/10-valved shocks. To minimize unsprung





mass and increase clamping power, G-Force included 11-inch SSBC discs with two-piston calipers. The original antisway bar was trashed. Cal-Tracs bars with mono-leaf springs (with DSE hangers) and adjustable QA1 shocks establish the rear suspension, clean, easy and nearly frictionless. Brakes are OE drums. Modern 15x4 and 15x12 Centerline Qualifier hoops are crowded with narrow M/T 26x7.50 Sportsman Fronts and bulbous 325/50 ET Street Radials.

The work area is factory-neat, compact and even cozy once Bill's shrugged into the Kirkey race seat and harness, and there's strong organization in the straight, succinct dashpanel holding a slew of Auto Meter Ultra-Lites. G-Force continued, subbing an A.R.T. switch panel where the radio once fit. Helman's Upholstery in Chambersburg

dissected then narrowed the bench seat so it would fit nonchalant between the big tubbies. Bill wraps his digits around a Grant Signature Series tiller and changes up with a Hurst Quarter-Stick. Gene Fortney did the bodywork and blew on the DuPont Blaze Red basecoat and clearcoat. The body is steel except for the Glasstek Outlaw hood with a 6-inch rise. Brad Decker did the powdercoating.

And then there are those who work behind the curtain. Before we go, Bill thanks "parts guy" John Martin and friend/helper Dave Mickey. And finally, Bill: "I look forward to going into my garage after I close up the restaurant. I sit in my chair and stare at my Camaro. I always say that I am done with it, but is it really ever done? That's what keeps me motivated." 🍷





Stress Test

Stronger Endlinks for Camaros that Like to Turn Hard

by Steven Rupp photographs by the author

•When GM launched the new fifth-gen Camaro SS we got a hell of a car. But the engineers didn't give us a track car, a lowered car, or a car optimized for performance. What we were presented with, in stock form, was a modern muscle car designed for the masses. And let's face it; the masses don't generally push their cars hard. Thanks to the aftermarket, we can take the new Camaro to places the engineers at GM weren't allowed to go.

A car is a system of parts all moving and grooving together in a mechanical tango. Change one part and the effect can ripple throughout the car. Add a blower ... smoke the stock clutch. Mount up sticky tires and you'll most likely launch an axle into orbit. It's hot rodding, and often changing one part necessitates another. One example is sway bars. The stock Camaro rolls like a ship at sea, and the quickest fix is some stiffer bars, but oftentimes the stock endlinks suffer under the added strain.

Shane Wagner of Proven Wicked saw this problem and engineered a solution with his Pro-Rigid endlinks. Now, an endlink may seem like an easily engineered item, but there's more to it than you might think. As Shane explained, "The GM specification for

the endlinks is to have a minimum of 52 degrees of total stud misalignment in the front and 50 degrees in the rear. Most rod ends with a bolt through them don't even come close to meeting this specification. For example, a standard M12 rod end is around 26-28 degrees." When they run out of travel, they bind. This is even more problematic in the front of the car since the links are attached to the struts, which move when the car is turned, and a bound-up link can cause steering resistance until the link unbinds or breaks. Since these links are adjustable, they can be oriented perfectly when the car is lowered, which changes the suspension geometry. As a bonus, they look pretty sweet.



PROVEN WICKED
PROVENWICKED.COM





12 BOLT COMPLETE PACKAGES

PRICES START AT:

\$1,900.00

- Available For Most Leaf Spring, Coil Spring & F-body Applications
- Package includes: Complete Assembly with Spool (posi extra) & Professional Setup
- All New Components



PRICE AS SHOWN \$2,705.00

MOSER C-CLIP AXLES

PRICES START AT:

\$260.00

- 100% American Made
- Available for 12 Bolt cars & trucks, plus 7.5", 8.2", & 8.5" 10 Bolt rears
- OEM and Custom lengths available



THE BEST QUALITY...THE FASTEST TURN-AROUND TIME

**MADE THE AMERICAN WAY
IN THE USA**

www.moserengineering.com

(260) 726-6689



Ask About our C5 Corvette Live Axle conversion for Drag Racing and our Fifth Gen rear ends for the new Camaros.

STANDARD TWO-DAY TURN AROUND/PRICES SUBJECT TO CHANGE

PHASTEK PERFORMANCE

Bad Ass with Class

YOUR LARGEST AFTERMARKET 2010-2012 CAMARO PERFORMANCE PARTS & ACCESSORIES ONLINE SUPERSTORE!

CHECK OUT THOUSANDS OF NAME-BRAND PRODUCTS ONLINE!



MAGNA-CHARGER SUPERCHARGERS



EDELBROCK E-FORCE SUPERCHARGERS



BOLT-ON TURBO KITS



LOG ON TODAY AND CHECK OUT THE VIDEOS!



CHECK OUT ALL OF THE CAMARO PICTURES & VIDEOS!



COLD AIR INTAKES



HEADERS/EXHAUST



SUSPENSION KITS



GM ACCESSORIES

5TH GEN CAMARO PARTS FOR SALE

Cold Air Intakes, Headers, Exhausts, Superchargers, Turbochargers, Tuning & Programmers, Engine Parts, Suspension Kits, Transmission & Drivetrain, Brakes, Axles, Wheels, Exterior Styling, Body Kits, Splitters, Spoilers, Interior Upgrades, Underhood Accessories, Lighting Upgrades, and much more available!



INTERIOR LIGHTS



FACTORY GAUGES



RADIO/DASH KITS



CUSTOM GRILLES



CUSTOM BUMPERS



INTERIOR ACCYS



GM MERCHANDISE



HALO LIGHT KITS



REAR WINGS



BLACK OUT KITS



CUSTOM HOODS



SEQUENTIAL LIGHTS

2010 X5 CAMARO TURBOCHARGED 600HP

ORDER ONLINE OR BY PHONE!

855-PHASTEK

WWW.PHASTEKPERFORMANCE.COM

NEW PRODUCTS ADDED WEEKLY!





◀1. Here's the Pro-Rigid link kit from Proven Wicked. The 12mm XM-style forged 4340 chromoly rod ends (with injection molded Teflon/Kevlar liners) used are not commercially available parts, but were instead custom-designed specifically for this application. The fronts are longer as to easily clear the strut flanges and are extra thick for increased stiffness. The rears are shorter to allow the use of two males with an adjustment collar for on-car changes in length.

Big, Bad Burnouts! WITH HURST ROLL CONTROLS FOR LATE MODEL MUSCLE CARS

The Hurst Roll Control Kit is designed primarily for high performance race cars to momentarily (max. 60 seconds) keep the front brakes engaged while staging for a drag race, reducing the chance of "rolling the lights" and producing more effective "burn outs" by heating up the tires.

- Fully enclosed epoxy molded electrical coil for reliability
- Solenoid serviceable for cleaning or rebuilding
- ABS / Traction Control compatible
- Stainless steel pre-bent lines
- Easy bolt-on installation



2010-2011 Chevrolet Camaro
Part # 5671518



Phone: 818-882-6422

www.hurst-shifters.com



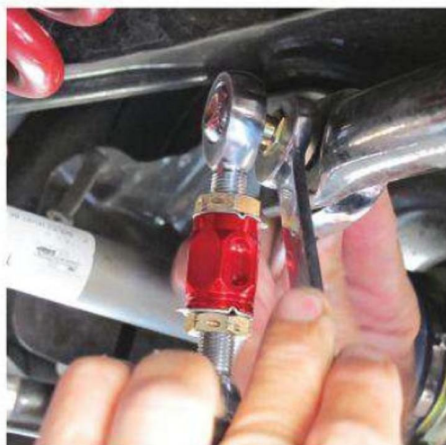
▲2. Closer inspection shows some pretty trick hardware in use, like the mil-spec locking keyway washers. These ensure that the rod ends are always clocked in perfect relation with each other before the jamb nuts can be locked down. The custom U-nut locknuts also offer superior vibration and heat resistance compared to nylon insert nuts. After all, if a link fails in a hard turn, your day could get bad, really fast.



▲3. To get the rears adjusted, we simply matched them up to the stockers and locked down the jamb nuts. It's pretty easy to see why the new links are so much stronger than the stockers.



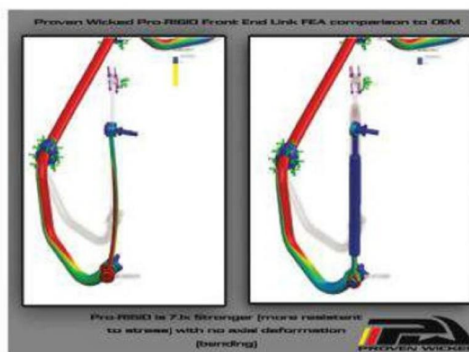
▲4. For extra peace of mind, the links incorporate a safety wire tab to use in conjunction with the pre-drilled jamb nuts. Hey, if it's good enough for the aircraft industry, it's good enough for a Camaro. The adjustment sleeves are machined from 7075-T6 billet aluminum and Type III hard anodized red for corrosion resistance. They come tapped for left- and right-hand threads, which allow for on-car adjustments.



▲5. Installation is simple. After getting the links close in length by matching them to the stockers, we bolted them to the car and then to the bar. If the length is spot on, and you don't want to pre-load the bar, then the second link should easily slide into the sway bar hole. Pre-loading the bar is handy for tuning the car to drive on tracks that have predominantly left- or right-hand turns.



▲6. In addition to setting pre-loads, the adjustability is also good for removing acute angles to the sway bar. This is common on lowered cars or aftermarket sway bars with multiple holes for changing the rate of the bar. By making sure the link is as perpendicular to the sway bar as possible we can ensure there won't be any bind.



▲7. Proven Wicked didn't use guesswork and a magic wand to come up with their endlinks, they used science. Running finite element analysis (FEA) simulations you can see the difference between the OE links and the Pro-Rigid pieces. The ghosted gray image is the static non-loaded position; the red is the highest stress zones, and the blue signifies the lowest. Under high load, the stock endlink flexes, thus reducing the bar's effective rate. Since the Pro-Rigid links are over seven-times stronger, they don't flex, and the sway bar exerts its proper and consistent force. Also, this test was done with a stock bar. Larger aftermarket bars would cause the OE link to deform even sooner, and to a greater degree.

introducing SUPER STAGE 2 TVS

So **BIG** We Couldn't Fit the Whole Kit in this Ad
True Bolt-On Performance • Excellent Warranty



Classic Looks without Classic Handling!

The Ultimate Bolt-On Handling Package for 1970 - 81 Camaro
Check our site for information on the Stage 2 TVS



HOTCHKIS
SPORT SUSPENSION



hotchkis.net • 888.735.6422 • facebook.com/hotchkis1



GET IT

EDDIE MOTORSPORTS
888.813.1293
EDDIEMOTORSPORTS.COM

**LINGENFELTER PERFORMANCE
ENGINEERING**
260.724.2552
LINGENFELTER.COM

SCOTT DRAKE
800.999.0289
DRAKEAUTOMOTIVEGROUP.COM

SHOW STOPPER ACCESSORIES
888.588.4067
SHOWSTOPPERACCESSORIES.COM

Lipsticking the Pig

Dressing up the Engine Bay on Project CP/28

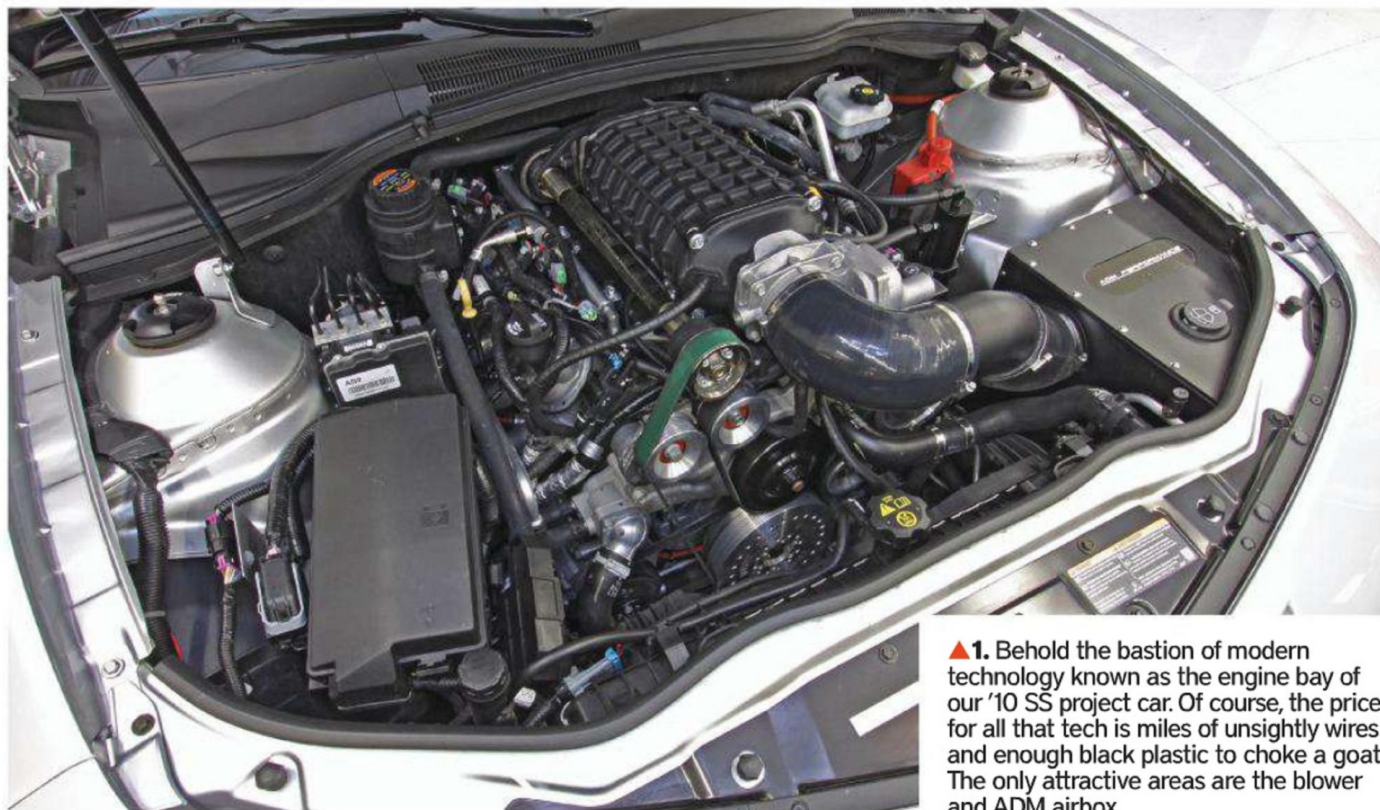
by Steven Rupp | photographs by the author

•We love the performance of LS engines, but we're not deluded enough to think they actually look good, especially how they come packaged under the hood of the new Camaro. You see, GM is more concerned with how it works than how it looks, and the result is a mess of wires, hoses, and black plastic. But thanks to the aftermarket, there's hope for the homely looking engine bay of our fifth-gens.

In the case of CP/28, our '10 project car, we had a trade-off. Sure, the MagnaCharger looked killer, but installing it meant ditching the top cover, which hid the coil packs and a spaghetti bowl of wires. The ADM airbox certainly helped, but the rest of the engine bay was painfully stock looking. The solution was to call up a few companies and order up their wares. The best part is that most of the dress-up items on the market today are designed for easy installation.



▲2. Most of the wiring mess lies directly on the valve covers, and the time-tested way to fix this on LS engines are fuel-rail covers. Now, we've seen people get clever with cutting and modifying plastic versions to work, but we wanted to check out these new fabbed aluminum pieces (PN LN0447, \$49) from Lingenfelter Performance Engineering. They even come in all the factory Camaro colors.



▲1. Behold the bastion of modern technology known as the engine bay of our '10 SS project car. Of course, the price for all that tech is miles of unsightly wires and enough black plastic to choke a goat. The only attractive areas are the blower and ADM airbox.

WHERE IT ALL BEGAN
WHERE IT'S ALL GOING

HOT ROD

MORE PAGES • MORE CARS • MORE USEFUL • MORE NOW

ALL NEW
SEPTEMBER 2012 ISSUE

ON SALE
07.10.12



a division of MAVAL Manufacturing Inc.

UNISTEER...
STEERING DONE RIGHT.



BOLT-ON RACK & PINION KITS

Improve your classic Chevy with Unisteer's Rack & Pinion Kits. These kits greatly improve handling, responsiveness and steering effort. These custom steering gears are engineered to match the stock suspension and have no bump steer. Installation is extremely simple since the units are true bolt-ons.



'67-'69 CAMARO



'70-'81 CAMARO

WE CARRY A COMPLETE LINE OF:

- RACK & PINIONS
- STEERING BOXES
- POWER PUMPS
- U-JOINTS



(800)-338-9080
or on the web at:
www.unisteer.com



Get the free mobile app at
<http://gettag.mobi>

TECH



▲3. The coil covers are custom-made from 1/8-inch 5052 aluminum plate with MIG welded, factory-style fasteners. The edges are rolled and boxed for a very clean look, and Lingenfelter makes some to specifically to work with Magnuson superchargers.



▲4. Included with the coil covers are the necessary GM-style mounts for the valve covers.



▲5. The instructions had us zip-tie some of the PCV hoses out of the way. Moving hoses and rerouting some of the clutter is a great way to clean up the engine bay. It costs only a few bucks and a little sweat equity.



▲6. The coil covers required that the supercharger coolant reservoir tank be moved to the driver side inner fender. It was a little messy, but Lingenfelter included the necessary hose coupler, hose clamps, and tank bracket.



▲7. After a little work and tweaking of the bracket, the coolant tank was located to its new home on the driver side of the engine bay.



▲8. The ugly, yellow GM dipstick is, well, ugly. If you're on a tight budget, you can rattle can it black, but for \$25 Scott Drake makes this sweet billet cover (PN CA-120001-BLK). It also comes in silver and is a nice little detail.



▲9. The covers made a huge difference in the engine bay and really helped clean things up (or at least put the mess out of sight). But we still had a few more areas we wanted to address.



▲11. This wiring bundle is ugly, but it's not like you can just ditch it.



▲13. The white, plastic brake fluid reservoir was another aesthetically challenged area of the engine bay. Show Stopper offers a black or polished cover (\$55), but we decided to continue the theme and went with silver and carbon. Like the fuse box cover, it ran \$155, but it sure looks good. And, like the fuse box cover, it attached with 3M double-sided tape.



▲10. One of the larger pieces of black plastic is the fuse box cover. Both, Scott Drake and Show Stopper Accessories offer brushed aluminum covers for a little over \$50. We wanted something a bit more custom, so Show Stopper made us an Ice Silver and carbon-fiber cover for \$155. Sure, that's more than just a few extra bucks, but the quality was top notch, and it really tied in well with the rest of our project car.



▲12. The solution is this flat-black cover from Show Stopper. It's also offered in polished, but we don't tend to gravitate towards shiny stuff. Either finish will set you back around \$55.



▲14. Rounding out our trifecta of custom-finished parts from Show Stopper is this ABS cover. The quality and the price was the same as the other pieces. They also offer package deals on their dress-up kits that can save you a few bucks.

Get Serious About Making Big LS HP

LSX_{RT} ▼



RHS
RACING HEAD SERVICE
Airflow Technology

LSX_R ▲

If You've Got An LS, We've Got A *FASTER* Intake For You

LSX_R[™] and LSX_{RT}[™] 102mm Intake Manifolds offer bolt-on gains of up to 36 RWHP. Replacing the original LSX[™], the LSX_R[™] is available for cathedral and rectangle port LS1/2/3/6/7, Gen III and IV engines. The LSX_{RT}[™] fits Gen III cathedral port truck and race engines where hood clearance permits. These 102mm intake manifolds are made from an advanced polymer that reduces weight, increases strength and retains less heat than aluminum to produce a denser intake charge. Less restrictive removable runners enable effortless porting and port matching. Larger air inlets increase flow to deliver significant increases in horsepower and torque.

- Multi-layer modular design allows for easy disassembly and porting
- Proven HP gains for stock engines & bigger gains on modified engines
- Fits FAST[™] Big Mouth 102mm or any 90mm or 92mm throttle bodies

Join Us: [f](#) [t](#) [in](#)

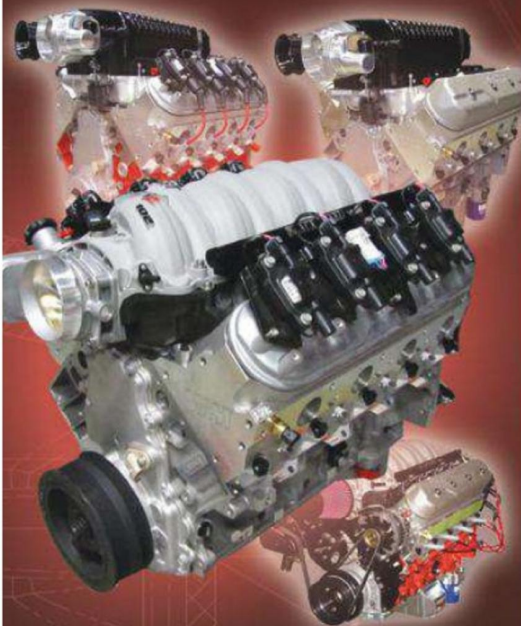


88530

EFI HELP[™] 1.877.334.8355
WWW.FUELAIRSPARK.COM

HOW MUCH POWER CAN YOU HANDLE?

575 to 800 horses,
Mast has you covered



- Rock solid reliability at all power levels
- Easy starting, with a steady idle and consistent driveability
- Each engine is hand assembled to exacting standards
- Quality and durability come first at Mast Motorsports

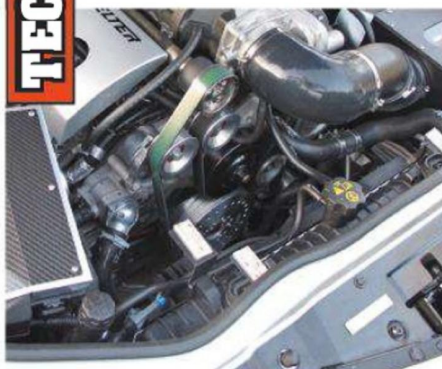
From the initial design phase to final assembly, every Mast engine is built and cared for by expert craftsmen.

MAST
Motorsports
Hand Crafted in Texas, USA



www.mastmotorsports.com/camaro
866-551-4916

TECH



▲15. Another eyesore is the area directly above the plastic GM radiator. The first step in fixing this was installing the Velcro-covered L-brackets from Show Stopper.



▲16. The radiator shroud really neatened up the front of the engine bay. The cost was \$190 for satin black, or they can color-match it to the car for an additional \$95. Hey, nobody said looking good was cheap!



▲17. Both Scott Drake and Show Stopper offer billet covers for all the various caps. In this case, we went with a black billet piece from Drake (PN CA-120002-BLK, \$45).



▲18. We also added a cover for the coolant reservoir (PN CA-120004-BLK, \$45). Both companies make caps for the power steering and oil fill caps, but neither would clear our aluminum coil covers.



▲19. Eddie Motorsports hadn't released their line of fifth-gen Camaro engine trinkets, but they did have these sweet bolt washers. By the time you read this there should be quite a few more items available on their website.



▲20. And here's the final result. We're not sure it looks any less crowded, but it looks a ton less chaotic. Best of all, this little dress-up party only took us around three hours to accomplish, and in the world of hot rodding, that's nearly instant gratification.

speed tech

PERFORMANCE LTD.

ATS

AMERICAN TOURING SPECIALTIES

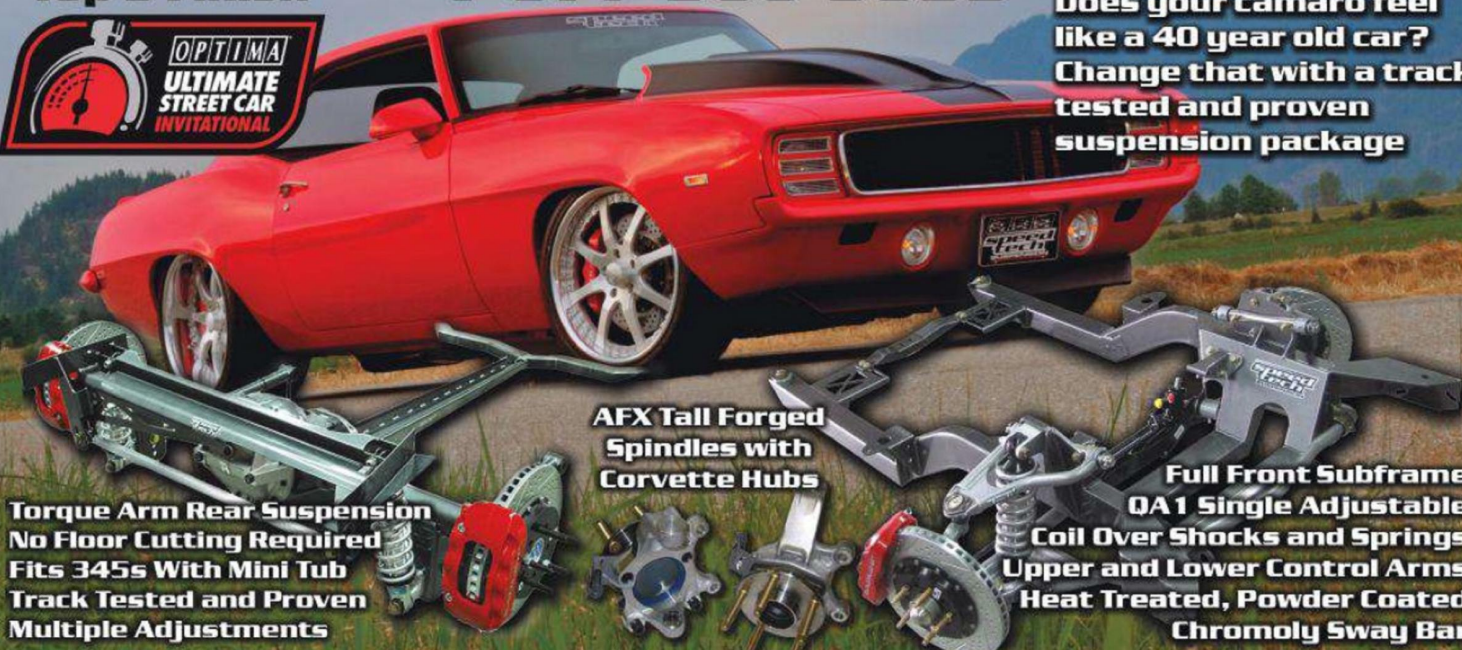
www.speedtechperformance.com

Top 5 Finish

1-877-566-3855



Does your camaro feel like a 40 year old car? Change that with a track tested and proven suspension package



Torque Arm Rear Suspension
No Floor Cutting Required
Fits 345s With Mini Tub
Track Tested and Proven
Multiple Adjustments

AFX Tall Forged Spindles with Corvette Hubs

Full Front Subframe
QA1 Single Adjustable Coil Over Shocks and Springs
Upper and Lower Control Arms
Heat Treated, Powder Coated Chromoly Sway Bar



protect your passion

some things can't be replaced. don't let unfair laws take you off the road.

stay informed. join today.



www.semasan.com

PARTS BIN

PASSIVE AGGRESSIVE

•The **DYAD DS (drive system)** multi-disc clutch by Centerforce—the next level in high-performance—is now available for all Chevy 168-tooth eight-bolt crank V-8 6.2L and 7.4L LSA and LSX crate engines with a 26-spline disc. This new multi-disc clutch system replaces the current pressure plate, disc, and flywheel assembly with a higher holding capacity system designed as a direct bolt-in replacement. The DYAD DS multi-disc clutch design has been developed to meet the needs of modern high-end vehicles that are driven every day. Drivers of such vehicles need a clutch that can offer smooth engagement, quiet operation, light pedal feel, and high-end holding capacity. The DYAD DS offers that and more. Call Centerforce at 928.771.8422 or visit them online at centerforce.com.



MOUNT UP!

•Chassisworks' **billet-aluminum** motor mounts and steel frame adapters enable direct bolt-in installation of Chevrolet classic V-8 and modern LS engines into stock subframes of '67-81 Camaros (F-body), '68-74 Novas (X-body), and '64-72 Chevelles (A-body). Model-specific bolt-on frame adapters maintain correct engine position and drivetrain angle to ensure correct drivetrain geometry and pinion angle. CNC-machined, billet-aluminum mounts feature a steel-sleeved urethane bushing set secured by a 1/2-inch through-bolt. This captive-bushing design creates an inseparable mount with the strength and reliability found in a solid mount but with significantly less vibration. Kits include powdercoated steel frame adapters; complete mounting hardware set; and motor mounts in your choice of finish: bare-machined, satin-anodized, or polished. Pricing starts at \$239 for complete mount and adapter sets. For more information, call Chris Alston's Chassisworks at 888.388.0205 or visit them online at cachassisworks.com.

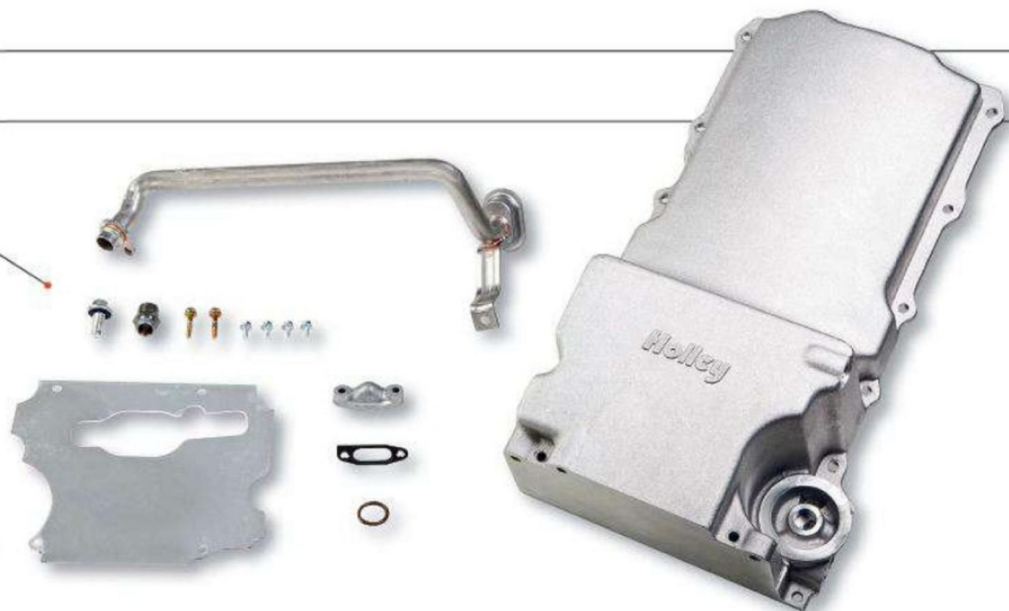
EVOLUTION

•The **Evolution paint gun** from Eastwood is a unique, versatile, gravity-fed paint gun that performs like more expensive, higher-end, professional guns. The advanced engineering of this paint gun offers numerous benefits to the hobbyist such as a high-tech, ergonomic, composite body, which is precision-balanced and lightweight, allowing the user to paint longer with less fatigue. The Evolution HVLP paint gun is compatible with solvent and waterborne finishes thanks to stainless steel internal passages, and it's designed with the latest spray atomization technology and HVLP transfer efficiency. For more information, go to eastwood.com/cp612 or call them at 800.343.9353.



PAN HANDLING

• **Holley is pleased to** announce the release of their LS Retro-Fit oil pan (PN 302-1). GM's popular LS engines are finding their way into a large variety of vehicles. Unfortunately, the factory LS pans don't always fit or they hang too low for many of today's muscle cars. Holley's new LS Retro-Fit oil pan provides maximum chassis and ground clearance, plus provides an OEM-like fitment for durability and proper sealing. The rear-sump design fits most GM muscle cars from '55- '87 as well as providing an option for less-common swaps. These 6-quart capacity (including oil filter) pans are made from cast aluminum, just like the factory



pans to ensure a perfect seal. Each complete kit includes a sump baffle, pick-up tube, sump plug, oil filter stud, and oil passage cover. For more information, call Holley at 270.781.9741 or click on over to holley.com.



PRO-G IRS

• **Heidts Automotive Group** announced the availability of a new independent rear suspension (IRS) system designed for universal applications that may not be covered by their existing product line. The new, Universal HHP IRS features a fully welded and boxed, cut-to-fit upper crossmember; heavy-duty upper and lower control arms; fully welded uprights; heavy-duty constant-velocity joints and axleshafts; as well as Heidts' own cast centersection that can be loaded with a wide range of gear ratios and positraction differentials. The HHP IRS also makes use of standard 10.5-inch inboard mounted disc brakes with four-piston Wilwood calipers. To aid in custom installations, the HHP IRS is available in both 56- and 58-inch framerail-width versions. For more information, call Heidts at 800.841.8188 or visit them on the Web at heidts.com.



SPOILED SPORT

• **Customers have asked** about it ... and now Maverick Man Carbon delivers! Finally, a carbon-fiber spoiler for the '10 Camaro. Like all Maverick Man Carbon products, this spoiler was designed to flow with every angle of the rear of the Camaro. It's more aggressive than the stock spoiler, but not overbearing or gaudy. This is 100 percent real carbon fiber; not a vinyl sticker or water transfer for a carbon-fiber look. For more information on the Maverick Man's high-quality carbon-fiber products, go to maverickmancarbon.com.

PARTS BIN

POWER TO THE PEOPLE!

• **For most enthusiasts**, powering their project with a crate engine saves time, money, and hassle versus locating and re-building a suitable core powerplant. YearOne has recognized the important role crate engines play in the hobby today. Fittingly, the company has just released two new 400-plus-horsepower small-block Chevy crate engines that provide the power levels enthusiasts crave. Streetable compression ratios allow the use of today's fuel with no problems, and the engines make suitable vacuum, so accessories such as power brakes will function correctly. Each engine is fully dyno-tested prior to shipping and includes a dyno data sheet showing the specific power made by the unit. Backing all this are 12- or 24-month warranties with pricing that is exceptionally aggressive. For more information, call YearOne at 800.932.7663 or visit yearone.com.



GROUND CONTROL

• **QA1 is excited to** announce the addition of F-body upper and lower control arms to its expanding line of suspension components. Upper control arms are available for first- and second-generation F-bodies, while lower control arms are available for first-, second-, and third-generation F-bodies. These F-body control arms are designed to work in conjunction with QA1 front coilover kits. Both the upper and lower control arms feature tubular construction, polyurethane bushings, a QA1 Low-Friction Ultimate Ball Joint, and a highly durable black powdercoated design. The upper control arms' offset cross-shaft allow for easy camber adjustment and add approximately 2-3 degrees of caster and 0.5-1 degree of negative camber. A new sway bar link is included with the lower control arms. For additional information, call QA1 at 800.721.7761 or visit their easy-to-navigate website at qa1.net.



STRONGER BINDERS

• **Wilwood is pleased** to announce their newly redesigned FNSL6R six-piston and FNSL4R four-piston model radial mount calipers. This newest revision adds strength and durability to the caliper series through the use of superior stress-flow forging processes and technology. Stress-flow forged calipers add internal strength through improved material grain alignment within the caliper body. The new FNSL calipers have also taken on the style and robust appearance of their bigger brothers in the W6AR and W4AR caliper groups. However, all mounting dimensions and the 7416-type pad applications remain the same as the previous BNSL series calipers and can be ordered with Wilwood's signature logo and either black or red gloss powdercoat, and are now available in their new nickel-plated "Quick-Silver" series. For more information, contact Wilwood Engineering at 805.388.1188 or visit them online at wilwood.com.



THE BIG DRAGS

• **Late-model American muscle cars** with giant rims are a perfect match for Mickey Thompson's 19- and 20-inch sizes of the popular ET Street Radial II tires. The ET Street Radial II is built using the latest in high-tech steel-belted radial construction and an R2 compound that is exclusive to this tire within the Mickey Thompson line. Although it is a true D.O.T. street-legal tire, it is only recommended for dry highway use on the street, and it delivers the ultimate handling, performance, ride quality, and maximum grip you want on the strip. All ET Street Radial II tires are designed for drag racing use. For more information, call Mickey Thompson at 800.222.9092 or go to mickeythompsonstires.com.



STAGE 2

• **Hotchkis has long offered** the popular Total Vehicle System (TVS) for the second-gen Camaro, but with the new Stage 2 kit, Camaro owners have even more options for dramatically improving the overall handling, high-speed stability, and tire adhesion of any '70- '81 Camaro. The Hotchkis TVS already provides drivers with sport coils, sport sway bars, heavy-duty tie-rod sleeves, and sport leaf springs. The new Stage 2 system adds to that package with tubular upper and lower control arms, which increase caster and improve the camber curve for better front-end grip and traction. Low-profile subframe connectors stiffen the chassis, and Hotchkis-tuned Bilstein shocks improve vehicle control and stance. The Stage 2 TVS comes complete with heavy-duty shackles, U-bolts, pads, and all necessary hardware. For more information, call Hotchkis Sport Suspension at 888.735.6422 or go to hotchkis.net.



COOLING COMBO

• **Flex-a-lite is now** shipping its all-new, bolt-in Flex-a-fit radiator and electric fan combo for the '10- '11 V-8 Camaro. This radiator offers significantly better cooling with three times more cooling surface and twice the core thickness compared to the stock radiator. The radiator is all-aluminum and hand-welded for better construction than the original. The electric fan comes pre-mounted from the factory and utilizes the original fan wiring. Each kit includes all brackets and hardware for the radiator, as well as the radiator cap. The radiator is available by itself (PN 56418) or as a radiator and fan combination (PN 56488), which includes a dual Flex-a-lite X-Treme S-Blade 3000-cfm electric fan (PN 480). Call Flex-a-lite at 866.230.5913 or visit them online at flex-a-lite.com for more information.



camaroperformers@sorc.com



Ulrich Emmerich

Autobahn Blast

• **Netherlands resident Rene Kooger** loves Camaros and he wasn't about to let the fact that he lives thousands of miles, and a big ocean, away from the nearest parts warehouse get in his way. Back in 1978, he spied a *Hot Rod* magazine article where Herb Adams transformed a '78 F-body into a Porsche killer. That story set the stage for Rene's future build. In 1996, he finally secured a '67 and began making his American muscle dreams a reality. An LS3 engine, backed up by a Tremec T56 six-speed, found its way under the hood, while the steering was tightened up by a quick-ratio Lee steering box. For suspension, Rene went with a mix of parts including SC&C arms, Koni shocks, a Fay's Watt's link, and Eibach front springs paired with modified composite leafs in the rear. Vette brakes handle the stopping, and the '67 rolls on 17-inch BBS wheels. It all makes for a Camaro that's a blast to drive. As Rene recalled, "The picture I sent was from August 2011 when I drove the Camaro on the

Nurburgring (Nordschleife). We just did one lap, but it was a ton of fun. It was the first day of our vacation, so we took it slow and didn't get carried away trying to hang onto the faster cars and bikes. We made it in one piece and got to enjoy the Camaro the rest of the trip on the German Autobahns and through the Austrian and Swiss Alps. Believe me, the hills were alive! The car is a ton of fun and we logged about 2,000 miles that trip."

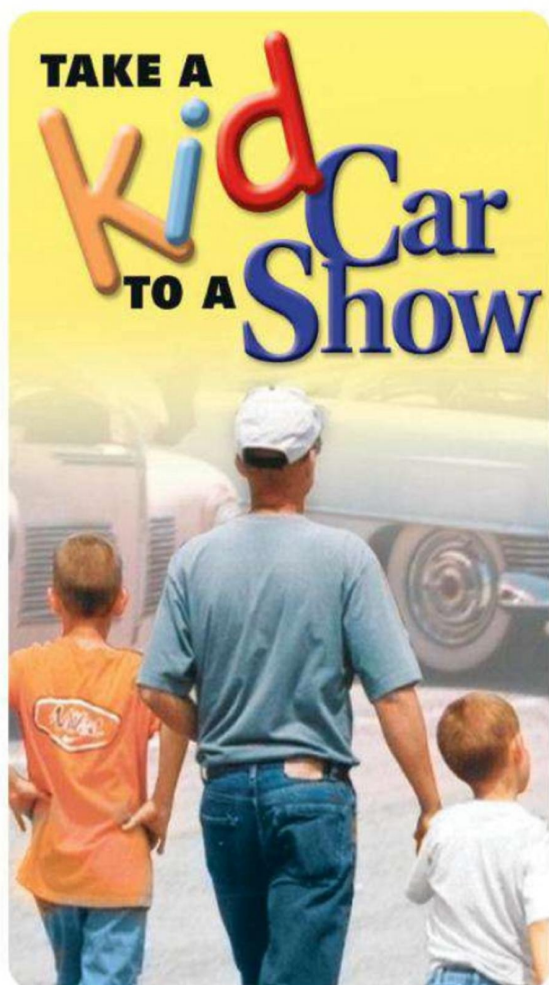
Island Cruiser

• **While not technically** another country, Puerto Rico isn't quite a state either, yet. Still, as an island nation nestled in the beautiful Caribbean, it does present challenges for those that catch Camaro fever. Six years ago, Angel Diaz picked up this '91 Z28 from an elderly lady and began the transformation. Since then he's added KYB shocks, an MSD ignition, and a rockin' exhaust system. Three years ago, Angel had the car repainted, and since he's a graphic artist, it was only natural that he design and install his own graphics.



Take a Kid to a Car Show is dedicated to:

- Sharing the classic car hobby with kids
- Encouraging involvement by a new generation of automotive restoration enthusiasts
- Giving kids a constructive choice in how to spend their time



For more information and a list of upcoming automotive events, visit our website:

www.TakeAKidToACarShow.com
909/396-0289 • tkcs@sema.org



Take a Kid to a Car Show is a program of ARMO, the Automotive Restoration Market Organization, a SEMA Council.

Give Your LS What It Needs To Reach Its Full Power Potential



**NEW DESIGN GENERATES
MAXIMUM AIRFLOW &
COMBUSTION EFFICIENCY
FOR ALL-OUT LS POWER**

RHS® Pro Elite™ LS7 Cylinder Heads with a 12° valve angle are the aftermarket's first high performance LS-style head to feature a raised intake runner design that fits stock and aftermarket LS7 intake manifolds and valve train setups. Other advancements include CNC-machined runners, improved clamping capacity and upgraded water jacket design. Available bare or assembled with premium COMP Cams® valve train components. No other head on the market will give your LS-powered hardcore street application the volume, atomization and velocity it needs to leave the competition in your rearview mirror.

Pro Elite™ LS7 CNC-Machined Heads

- Standard LS 6-bolt head design is compatible with the RHS® LS Race & popular GM LSX Blocks
- 100% CNC-machined runners optimize volume, atomization & velocity
- .750" Thick deck surface & reinforced solid rocker rail increase high RPM strength & durability
- .400" Raised rail & .100" raised exhaust port allows use of stock & aftermarket rockers & manifolds

Join Us:    



RACINGHEADSERVICE.COM
PH: 1.877.776.4323



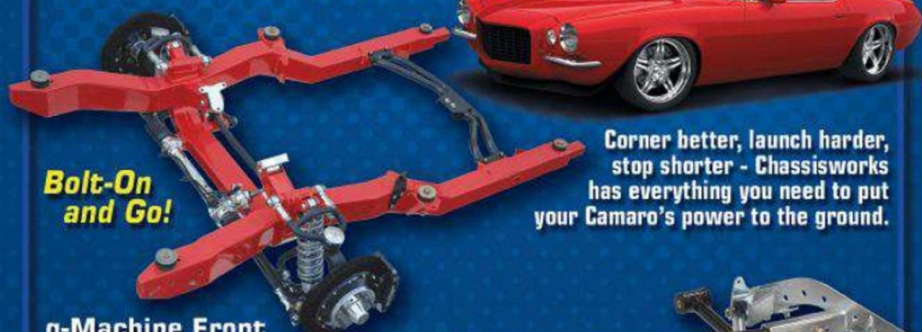
Dutch Treat

• **Building a classic Camaro** overseas is huge undertaking since most of the parts need to be sourced from the U.S., which adds time and cost to the equation. Bram Rook, lives in Holland, but he wasn't going to let a little geography get between him and his desire to roll in American muscle. His '67 has taken him over 7 years to build. "Most of the parts I brought over in the car when I bought it. I also visit the U.S. almost every year, sometimes twice a year, and I always make sure to go car parts shopping," recalled Bram. The paint was finished back in 2009 by AJ's, and the color was chosen after seeing Tech Editor, Steven Rupp's '69 Camaro build. The base color is Rally

Blue Pearl sourced from a Subaru WRX, and the stripes are done in Silverstone from an Infinity G35. Bodywork touches include a custom grille and lower valance with '69 Camaro driving lights, along with a one-off aluminum front spoiler. The suspension is modified with an Air Ride Shockwave system, and behind the Intro 18-inch wheels is a complete Baer brake system. Under the hood, a 400ci small-block provides the power while a TH400 handles the shifting duties. Eventually, Bram wants to swap over to an LS engine and overdrive trans, but for now the drivetrain is sufficient to put a smile on his face whenever he rotates the ignition key.



Put Your Camaro's Performance To The Ground!



**Bolt-On
and Go!**

**g-Machine Front
Subframe Systems**
1967-81 Camaro
1962-79 Nova

Corner better, launch harder,
stop shorter - Chassisworks
has everything you need to put
your Camaro's power to the ground.



g-Link Rear Suspensions
Fits OEM or FAB9 Housings
Coil-Over or Air-Spring Shocks

Visit Chassisworks' E-Store
See our newly expanded
Pro-Touring Sections!



FREE 700-page interactive Tech & Product CD... Click today!

CHRIS ALSTON'S
Chassisworks
THE HOME OF HIGHER TECHNOLOGY

See It,
Buy It -
Online!

Call Toll Free **888.388.0205** • **CACHassisworks.com**

AD_CP_E4

More than just Covers

CALIFORNIA
Car Cover Co.



Golden Shine
Car Care Products

Covers
As Low As
\$134.99



Custom Fit Car Covers • Car Care Products

Interior & Exterior Accessories • Nostalgia Collectibles • Garage Items

Apparel...and Much More! • Call or Click for a Free Catalog

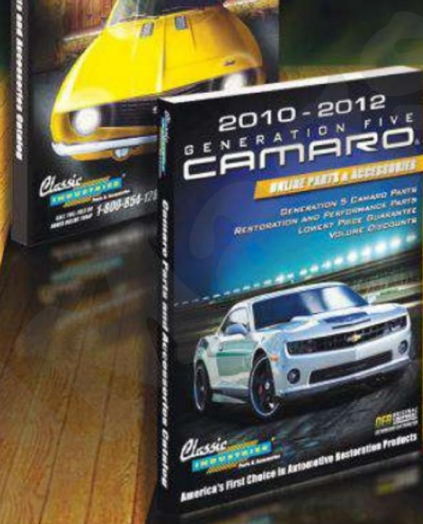
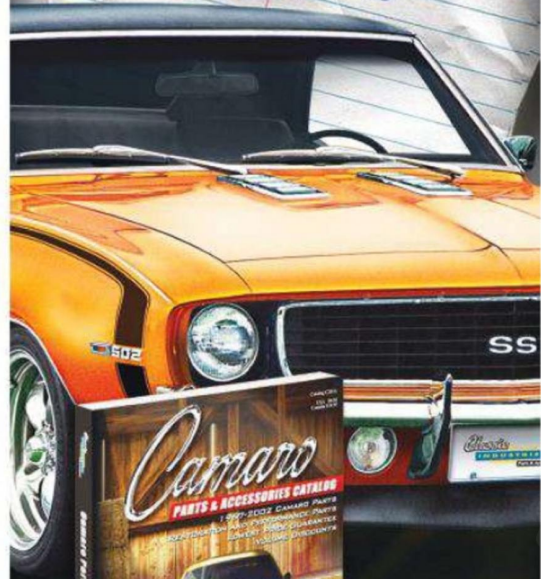
Complete Car Care and Automotive Lifestyle Products

800 423-5525 | calcarcover.com

Classic
INDUSTRIES
Parts & Accessories

Do You Have What It Takes?

✓ Determination
✓ Know-How
✓ Tools
✓ Source for quality
restoration parts



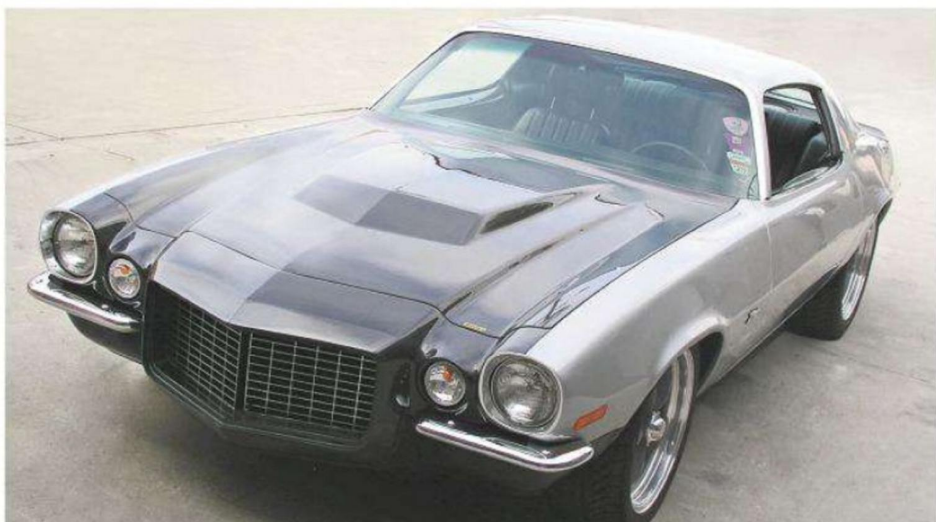
FREE CATALOG or CD ROM

877-422-6376

Shop Our
Products
Online 24/7



classicindustries.com



70-73 CAMARO
RS FRONT SPOILER



70-73 CAMARO
RS NOSE PIECE



70-81 CAMARO
FRONT FENDER

REAL LIGHT WEIGHT CARBON FIBER



ANVILAUTO.COM : 1-888-723-8882



Order Toll-Free:
800-711-0125

www.firewheelclassics.com
Wylie, Texas



**Your Source for Quality 67-69 Camaro
Restoration Parts and Accessories**

Local: **(972) 941-6623**
Fax Line: **(972) 941-8644**

**Radiators and Core Supports
Are Our Specialty!**

**Always Hand
Made, Never
Mass Produced**

**Direct Bolt-in
Replacements!**



**Camaro
Nova
Chevelle
Tri-5
Trucks**

**We do custom
applications!**



www.autoradradiators.com jim@autoradradiators.com 770-983-1345

Jennifer Kraemer-Smith for MPA. Copyright Magazine Publishers of America, Inc. (c)2007. All rights reserved.



BE A HERO
**Recycle Your
Magazines!**



Please remove
non-paper inserts
(e.g., CD's, batteries)
before recycling



Magazine Publishers of America

CAMARO PERFORMERS

ADVERTISER INDEX

ANDY'S AUTOSPORT	59-58
ANVIL AUTO INC.	96
ART MORRISON ENTERPRISES	69
AUTORAD RADIATORS	96
B&M RACING PERFORMANCE PRODUCTS	80
BONDRA PERFORMANCE ENGINEERING	97
BOZE ALLOYS	41
CALIFORNIA CAR COVERS	95
CAMARO CENTRAL	71
CARLISLE PRODUCTIONS	61
CENTERFORCE CLUTCHES	18
CHRIS ALSTON CHASSISWORKS INC.	95
CLASSIC INDUSTRIES	95
CLASSIC PERFORMANCE PRODUCTS	23
COMPETITION CAMS INC.	9
DETROIT SPEED ENGINEERING INC.	28
EASTWOOD CO.	31
EBC BRAKES USA INC.	11
EDDIE MOTORSPORTS	67
FAST/FUEL AIR SPARK TECH	19, 85
FIREWHEEL CLASSICS	96
FLAMING RIVER INDUSTRIES	25
GEAR VENDORS	65
GROUND UP RESTORATIONS	C3
HAWKS THIRD GEN PARTS	97
HEIDTS HOT ROD SHOP	33
HOLLEY PERFORMANCE	43
HOTCHKIS PERFORMANCE	81
HUNTINGTON ENGINEERED ALLOYS	63
JBA PERFORMANCE EXHAUST	67
LOKAR MOTORSPORTS	42
MAST MOTORSPORTS	86
MBRP PERFORMANCE EXHAUST INC.	15
MOSER ENGINEERING	79
NATIONAL PARTS DEPOT	C2-3
OPTIMA BATTERIES	C4
PHASTEK PERFORMANCE LLC.	79
RACING HEAD SERVICES	93
REDLINE SYNTHETIC OIL	28
SCARALLO	27
SCT PERFORMANCE LLC.	68
SEMA	87, 93
SHOW STOPPER ACCESSORIES	97
SPEED TECH PERFORMANCE/ATS	87
SUMMIT RACING	7
T C I ENGINEERING	16
TCI AUTOMOTIVE	41
TIRE RACK	17, 20-21
UNISTEER PERFORMANCE PRODUCT	84
VINTAGE AIR	8
WILWOOD ENGINEERING	71
YEAR ONE INC.	65
ZEX INNOVATIONS	29

The Advertiser Index is provided as a service to Camaro Performers readers. Camaro Performers cannot be held responsible for omissions or typographical errors in names or page numbers.



Specializing in 82-02 & 2010-2011 Camaro Performance, Parts & Restoration



HAWKS
THIRD GENERATION
www.hawksthirdgenparts.com
1-864-855-2694 Call Us Today!

**THANK YOU
TO ALL OF OUR
ADVERTISERS**



**CAMARO
PERFORMERS
MAGAZINE**

Camaro EZ-Clutch Pedal Extension

The EZ-Clutch Pedal Extension will fit all manual transmission 2010-12 Camaros without modifying or drilling your pedal.

• Allows most drivers a more comfortable seating position so you don't have to sit so close to fully disengage your clutch.

• Installs in minutes
ALSO AVAILABLE:
Mustang and Corvette
EZ clutch pedal extensions
Call 586-747-3000
\$49.00 + shipping

Bondra Performance Engineering

www.BondraPerformanceEngineering.com



LED Mirrors



Custom Builds



Vented Fenders



Premium Underhood Accessories

888-588-4067

www.showstopperaccessories.com

ONE GOOD TURN



By Mary Pozzi pozzimotorsports@gmail.com

For Norm ...

• **Before there was a Camaro**, a Mustang, Dodge Omni Turbo, or my first “real” car—a Datsun Z—my car world revolved around a ’73 Mercury Capri with a rockin’, pavement-scorching 122 horses flailing and floundering furiously. No matter, my lowly Capri was the dearth of our cruise haunts, it was wheels, gas was cheap, and being the token female, I could hang with guys that tolerated me more than a little. Life was good, no worries, no job (unless you consider college a job). My parents fed me and even paid me to study (\$0.50 an

hour if I remember correctly). Making that Capri something other than a toothless tiger was always in the back of my mind, so on a whim I signed up for Auto Shop. Learning something about mechanical stuff was first, but a close second was getting dates with guys that liked cars.

Odds for the latter were looking large as I found myself face-to-face with about 15 of them and one of me that first day. Taking a seat at the back of the class, the door opened and in walked Mr. Gibbs. He was an older dude, not real tall but had that authoritative look of a veteran of many classroom rodeos, and after looking over this current crop of motorhead wannabe’s, he spotted me! After staring me down for what seemed like an eternity, Mr. Gibbs turned to the podium, grabbed some papers, and passed out our lesson schedule outlining the six weeks of automotive hell that was to be our summer. Four hours a day, five days a week, we met for one hour of lecture followed by three in the lab. Miss a day? You’d better be dead because when you got back, every lecture question had your name at the end of it. Have brain fade followed by the intelligence of a wart? Mr. Gibbs would stand there patiently waiting. Sporting a sly smile, he’d look out the window; tell you he had all day ... all the while enjoying the human puddle of Jell-O forming in the seat that was formerly filled by you.

We learned about the internal combustion, four-stroke concept with lawnmower engines, tore apart and put together single-barrel Holley carburetors, adjusted valves and points (yes, real points), and found out about dwell, left charged condensers around hoping some unsuspecting fool

would pick it up, aligned steering and suspensions, dropped a car off the hoist (and no, it wasn’t me who did it), cleaned the entire shop floor because I was a minute late, which sucked, got blamed when carb cleaner and an errant lit match got together so I had to clean it again, and throughout it all, stored a lot of what I learned about cars in the brain bucket. I remember clearly standing at a bench with this little Holley in a million pieces trying to explain the seven circuits of a carburetor ... all under Mr. Gibbs’ unwavering gaze hoping and



NORM GAVE ME THE CONFIDENCE TO TRY WHEN FAILURE WAS EXPECTED AND FOR MANY YEARS WAS MY “GO TO” GUY FOR ALMOST ANY QUESTION I HAD.

praying he wouldn’t ask me one of his famous questions, quickly rendering me into a thick-tongued, blithering fool. If I remember right, he did, and yes, I promptly came apart like a \$6 Walmart sweater. I kept at it, struggling with carburetors, engines, and transmissions, and after realizing I kinda liked this wrench thing, continued on with the Auto Tech program. This one class created a whole new world for me, and no, I never got that date, but in the end, got a much better gift ... a mentor and friend.

Fast forward a few years and our paths crossed again. Mr. Gibbs was guest-speaking about the infamous Ford

Variable-Venturi carburetor that was used for about a week because it was such a pile, and afterwards I went up and asked if he remembered me. He did, we chatted, and he mentioned a new job was opening up, and since I was working as a technical writer for import cars I’d be perfect for it. I had tons of potential but absolutely no experience instructing, not just automotive newbies but real live technicians that had been twisting wrenches for years. Norm persevered, gave me “the talk” about how he believed that I would come through, and after putting in a good word, or several thousand to those that would listen, I got the job. And I could stop with the Mr. Gibbs, as Norm would do from then on.

We worked together for several years, Norm handling the Domestic while I taught about Imports. I learned a lot about instructing and how to read the students, class preparation, and how to stow a boatload of classroom materials into my traveling road

show van. Our paths separated when we both transferred from the daily grind of the mobile classroom into other positions within the company, and eventually Norm retired for good. We kept in touch initially but that tapered off to asking mutual friends about the other until several years ago when the path separated for good.

Norm gave me the confidence to try when failure was expected, he had no qualms about telling me when a guy was wrong for me, or right (and yes, he did ap-

prove of Dave), and for many years was my “go to” guy for almost any question I had.

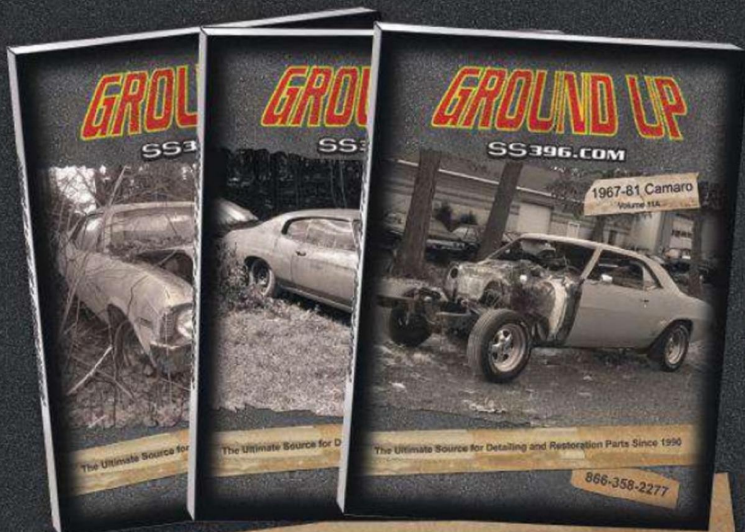
I found out that Norm passed away a few months ago and what’s unfortunate is I never really got to say thanks for being such an instrumental part of my life. He’s the reason I’m so passionate about all things car, and I’m sure he would have loved to see and, of course, take a ride in my Camaro. The belief and encouragement he had in me and countless others can’t be measured in dollars but so much of who I am today is the result of Norm’s patience, structure, and dedication. And for that, it’s priceless.

Thanks, Norm. You done good!



We've All Been There.

Turn your crippled Camaro
around with a **FREE** Ground Up
Parts Catalog!



Call for your **FREE** catalog!

866-358-2277

1967-81 Camaro, 1964-77 Chevelle/El Camino,
1962-79 Nova, 1978-88 GM A/G Body (online only)

facebook.com/grounduprestoration

twitter.com/groundupresto

youtube.com/groundupresto

GROUND UP

SS396.COM

The Ultimate Source for
Detailing and Restoration Parts

SUPERCARGE THAT SUPER SPORT.



**Strongest 5-second starting power. And 15X more vibration resistant than traditional batteries.
In other words, it's designed to outperform, outlast and outrun everything else you'll face on the road.
Look for its colored top and SIX PACK™ shape at your local dealer. optimabatteries.com 1-888-8OPTIMA**



The OPTIMA logo, OPTIMA Batteries, The Ultimate Power Source, Spiralcell Technology, RedTop and SIX PACK are trademarks of Johnson Controls, Inc. Copyright 2012

